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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

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MARRIAGE.

At Penang, on March 10th, WALTER STANLEY NICHOLLS, of the Hongkong & Shanghai Bank, Penang, elder son of Mr. William Nicholls, of the Hongkong & Shanghai Bank, London, to MARY HERBERT, younger daughter of Mrs. Bowen, of London, and the late Mr. Adderley F. Bowen.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET. EC

The Daily Press.

HONGKONG, MARCH 23RD, 1910.

No sooner is the strike of coal-miners in Australia ended than we get news of an "inevitable" strike involving two hundred thousand miners in South Wales. Trouble has been threatening in the Welsh coal districts for some months past and negotiations aiming at a settlement of the disputes, according to REUTER, have not been attended with success. The unrest in the coal districts of Great Britain during recent months has been an outcome of the application of the Eight Hours Act. A very severe blow seems to have been dealt to the British coal trade by the Act. Not only are the colliery owners suffering by the reduced demand in consequence of the enhancement of prices, but, as those who have glanced at the reports of the railway companies in England for the past year will have noticed, the railways have been hard hit by the heavy decline in the quantity of coal carried over the lines from the pits to the ports for export. We read, for instance, that only quite recently the Navigazione Générale Italiano, which for thirty years and more has bought hundreds of thousands of tons of Welsh coal annually, has covered its requirements in the United States. The Italian railways are also reported to have bought there, as well as 200,000 tons of patent fuel in Westphalia. It is added that plenty of other instances remain to be cited. The quantity of German coal placed in France exceeds by some millions of tons that of any previous year, if report in a most material respect is not incorrect. Facts like these upset all the theories which were advanced when the Eight Hours Act was under discussion. A Government Committee went exhaustively into its probable effect. The Committee found that the fact of reducing the hours underground to eight would make an average reduction in the working time for all classes underground, including hewers and those engaged in the loading and transporting of the coal, of 10.27 per cent. Assuming that the effect of the Act would be a reduction in exact ratio to the reduction in working time, it was calculated that this would mean a decrease of twenty-seven million tons of coal produced annually, if based on the output of 1908. But against this possible reduction in the output a number of other factors were set—as, for instance, the increase of the number of men available at the mines; the fact that in 1908 the mines of the country stopped for a number of days owing to the lack of demand for coal; and the improved organisation which the mining managers were expected to bring about to meet the alteration in the hours. Hence in the annual book of reference called "Business Prospects" we find it carefully worked out that nearly one half of the maximum reduction which might be caused by the Eight Hours Act could be met by working full time and utilising those days in which in 1908 lack of demand forced the collieries to stop. But unfortunately for the argument, "lack of demand" is still a feature of the market. Moreover, experience has not revealed any increase in the output of the South Wales collieries, and so far as the year 1910 has gone indications have not pointed to a greater call for Welsh coal in 1910 than in 1908 or 1909. On the contrary, *Fairplay*, the well-known organ of the shipping interest, in a note on the coal trade, remarks that "there can be no doubt that the dispersion of tonnage that has taken place to such an unanticipated extent will mean a lessened consumption of British coal, for steamers at distant Asiatic and Colonial ports will fill up as far as possible with Japanese, Indian, Natal and other descriptions." This dispersion is bound to be assisted by a strike in the Welsh colliery districts, and if a strike is declared it is not unlikely that the Trade Union organisation will induce the Tyneside colliers to come into line, as it was only a month or two ago that they were talking of striking on their own account. The fact that they did not come out on strike leads one to hope that wiser counsels may yet prevail with the colliers in South Wales, who have only recently had an illustration of the futility of strikes in the coal districts of Australia.

The English Mail of the 19th February was delivered in London on the 21st inst.

~~Mr. Justice Sercombe Smith is going~~ Home on leave by the P. and O. mail steamer which leaves Singapore on the 25th inst.

Next autumn, Mr. Maurice E. Bandmann enters into partnership with Mr. George Edwardes to tour one of the Gaiety companies through India and the Far East.

For being found in possession of a quantity of opium which was concealed in a vessel containing confectionery a passenger on board the s.s. *Honam* was yesterday fined $500 or three months in prison.

A fine of $160 was at the Magistracy yesterday imposed on one of the crew of the s.s. *Suagkai* who had been found with a quantity of opium in his possession. A fireman who attempted a rescue of the defendant and assaulted the excise officer in the execution of his duty was fined $25 or one month in prison.

We notice the following paragraph in a Penang paper: "According to a telegram from Hongkong, the Governor, Sir Frederick Lugard, stated in the Legislative Council that the Canton-Kowloon Railway will cost $4,500,000 over the estimate." The contrast is made with the estimate of June, 1907; the actual cost according to the latest estimate ($12,371,495) is $7,300,000 in excess of the "rough estimate" given by the engineers before construction was commenced.

By kind permission of Col. Prior and the Officers, the Band of the 13th Rajputs will play the following programme of music at the King Edward Hotel during dinner on Thursday, 24th March.:—

Quickmarch...	"Volunteers,".....	Beckert.
Overture	"Masaniello,".....	D. F. E. Auber.
Valse.....	"Fairie Voices,"	W. Winterbottom.
Fantasia	"(i) Maritana,".....	J. A. Kappey.
Mazurka	"La Czarine,".....	Louis Ganne.
Polonaise.....	"Herzblattchen Tyrolienne,"	Faust.
	God Save the King.	

The commendation of P. S. O'Sullivan by the Puisne Judge for his prompt action which led to the arrest of a gang of robbers near Shaukiwan serves to call attention to the absence of good conduct medals among the members of the force. In other places it is usual for men who have served long periods in the force to receive medals in recognition of good conduct, and the subject might very well be raised at the present time.

The Magistrate heard an interesting case from Shaukiwan yesterday when a Chinese was charged with attempting to obtain money by false pretences. He took a gilt ring made of zinc but bearing a gold stamp to a pawnbroker and asked for $20 on it. The pawnbroker discovered the fraud, and the prisoner explained that he had paid $25 for the ring himself in Canton and thought it was genuine.

The death occurred at Shanghai last week of Staff Surgeon A. F. Fraser, of H.M.S. *Flora*, and the news was received with profound regret by the many friends that he has made during his short service in Shanghai. The late surgeon had been ill for some weeks, and although recently little hope had been entertained of his recovery, yet it was sincerely hoped that he would pull through his severe illness.

The Hupeh representative officials and students in Peking resolved a week ago to memorialize the Prince Regent to decide as to whether the railway loan agreement should be cancelled, and then to petition the Board of Posts and Communications to investigate whether they have raised the necessary capital or not. The students further decided to denounce H. E. Hsu Shih-chang as a traitor. H. E. Liang Shih-ti has gone to Hankow to make investigations as to the funds the Hupeh people have raised and their feelings towards the loan.

The movement for organising at Dairen a sort of Foreign Board of Trade has progressed favourably. Mr. E. U. Reid, the local Manager of Messrs. Jardine, Matheson & Co., as the representative of the promoters, has sounded the authorities concerned as to what reception the authorities may accord to a scheme of this nature and what they expect the promoters to do to pull it through. It is reported that, as the result, the rules and regulations of the proposed institution are now in preparation, and that, when they are ready, permission for founding it will be formally applied for.

In China, says the London *Globe*, vigorous old age is no uncommon thing, and this may account for the belief there that Sir Robert Hart's refusal to return by way of Siberia and a long railway journey means he has said a final good-bye to the Celestial Empire. But to a European 74 (and that is the last birthday Sir Robert has kept) is an age quite advanced enough to admit of a traveller preferring the sea to a trying overland journey. The great administrator of Chinese Customs is not in the best of health, but he makes no secret of his intention to return to the land where he has spent the best years of his life.

THE BANDMANNS.

The Theatre Royal was again taxed to its utmost capacity last evening in providing accommodation for the vast audience which attended the repeat performance of "Our Miss Gibbs." As on the previous evening, the entire company again excelled itself, and the applause which the various individual contributions evoked was well merited. The principals were equally excellent in their respective roles, Miss Connie Leon, Miss Karkeek, and Messrs. Cole and Clifford being repeatedly recipients of demands for encores.

To-night "A Waltz Dream" will be staged, and the talented Company will doubtless be rewarded with a full house.

MOB AT THE KAISER'S GATE.

A telegram dated Berlin, 27th February, to the *Daily Press* states:—

Determined cheers for Franchise Reform were shouted beneath the windows of the Kaiser's castle to-day.

After a great mass meting held at the Circus Busch near by, under the auspices of the Radical parties, a crowd numbering fully 10,000 marched to the wide area flanking the castle at the head of Unter den Linden, and began shouting "Hurrah for Franchise Reform!"

Their enthusiasm was increased by the sight of the imperial standard floating over the castle, indicating that the Kaiser was at home. The crowd actually approached within twenty yards of the castle walls. As it grew in dimensions and fervour the gates of the castle were suddenly flung open and scores of policemen mounted and on foot streamed out from the courtyard and ordered the crowd to disperse.

The demonstrators then marched off peaceably, continuing to cheer for Franchise Reform. They held another demonstration before the Crown Prince's palace further along Unter den Linden, but were again scattered by the police. The centre of Berlin has been held throughout the day by imposing forces of armed police, but no disturbances have occurred.

COUNTESS ON TRIAL.

The trial of the Countess Tarnowska and her alleged accomplices for the murder of Count Komarowski in 1907 was definitely fixed to commence at Venice on March 4th. There is every reason to anticipate that it will prove one of the most sensational cases on record, arousing even greater interest than the Bonmartini or Steinheil murder trials. The Countess, who is exceedingly beautiful, proposed to appear in court in the most fashionable toilettes and to wear all her jewels.

TELEGRAMS.

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[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

JAPANESE CRUISERS AT SYDNEY.

LONDON, March 22nd.

A message from Sydney announces the arrival of the Japanese cruisers "Aso" and "Soya" on a week's visit. They were warmly welcomed, and Lord Dudley, the Governor-General of the Commonwealth, entertains the officers to a banquet to-night.

BALKAN POLITICS.

INTERESTING SERIES OF ROYAL VISITS.

LONDON, March 22nd.

Their Bulgarian Majesties have arrived at Constantinople and were received at the railway station by the Sultan, who offered his arm to the Queen. The royal visitors were warmly cheered by enormous crowds.

It appears that this visit and that of the King of Servia to the Tsar at St. Petersburg has been arranged by Russia as part of her policy of Balkan confederation.

GERMANY AND ITALY.

LONDON, March 22nd.

The German Chancellor, Dr. Von Bethmann-Hollweg, has arrived at Rome on a visit to King Emmanuel. He drove to the German Embassy, and subsequently had an audience with His Holiness the Pope.

BRITISH EVACUATION OF SOMALILAND TERRITORY.

LONDON, March 22nd.

A Bluebook relating to Somaliland shows that the Government has decided to evacuate the interior.

The withdrawal will begin forthwith.

Colonel Sir W. H. Manning has already armed the friendly tribes to enable them to defend themselves against the Mullah.

THE VETO OF THE LORDS.

THE GOVERNMENT'S RESOLUTIONS.

London, March 22nd.

The veto resolutions have been laid on the table of the House.

The first declares that it is expedient that the House of Lords should be disabled by law from rejecting or amending Money Bills, the Speaker to decide whether there has been any "tacking."

The second resolution provides that Bills other than Money Bills, if passed in three successive sessions by the House of Lords, shall become law without the consent of the House of Lords on the Royal assent being given.

The third resolution limits the duration of Parliament to five years.

REGISTRATION OF MERCHANDISE AT SINGAPORE.

Amongst the papers laid before Council was one dealing with the new regulations for the registration of imports and exports, and as the rules are important for the mercantile community it may be useful to refer again to their main clauses. Previous regulations are revoked, and every importer of goods by steam or sail, must within ten days of arrival send in a declaration to the Registrar giving details of description, weight, quantity, value, and the Registrar will then give a certificate stating that the rules have been complied with. Every exporter must observe a similar course within five days of the ship's clearance. No owner, master, or agent may deliver up any cargo or bill of lading for outward cargo until he has been furnished with the certificate of the Registrar mentioned above. Arrangments are made to meet the case of the Registrar's office being closed. Owners or agents of ships must lodge a manifest of cargo within ten days of arrival or departure. In the case of native junks, tongkangs, prahus, etc., the Nakhods must attend at the Registrar's office and make a verbal statement of inward and outward cargo. Goods consigned in or ex Malacca and Singapore by rail, must have a declaration giving quantities, etc., to be delivered to the station master at the station of delivery or despatch by the consignee. The regulations do not apply to passengers' luggage not exceeding $250, which is intended for private use, or to articles by parcel post. The rules do not absolve any importer or exporter from any special obligations with reference to merchandise or coins.—*Singapore Free Press.*

ANOTHER ESCAPE FROM VICTORIA GAOL.

Another prisoner succeeded in making his escape from Victoria Gaol yesterday. It was recognised that the new building works being carried out in the goal would offer prisoners an opportunity to escape, and in consequence extra guards had been posted at the most likely points where escape might be attempted. But the prisoner who escaped yesterday did not require any loopholes. He was an old hand familiar with every quarter of the prison and he made his escape where success seemed most unlikely. On numerous occasions he has been convicted for returning from banishment, and on this occasion he had only served one month out of twelve. The prisoners are roused from their slumbers somewhere about five o'clock every morning. Yesterday morning it was so dark and hazy at that time that it was almost impossible for a warder to see his full complement of prisoners, and the prisoner vanished in the mists which obscured the morning light. Climbing up a water pipe near the block-house, at the corner of Chancery Lane and Arbuthnot Road, the prisoner is supposed to have pulled himself over the spikes on the top of the wall by means of his coat and shirt. His escape was learned through the residents on the opposite side of the road, and on their information a search was made. Warders and police watched the river steamers yesterday, and a special search was conducted throughout the city during the day, but the prisoner was still at large at a late hour last night.

BILLIARDS.

MR. HINDS' DEFEAT AT GLASGOW.

Sporting Life of the 2nd inst. contains the following brief report of the defeat at Glasgow of Mr. E. H. Hinds (winner of the London qualifying competition,) by Mr. R. Blair (Scottish Champion):—

The second heat in the Amateur Championship was decided at the Imperial Rooms, Glasgow, yesterday before a good attendance. Hinds early found his game, and with runs of 25, 24, and 33, left Blair behind. Fifty from the Scot improved his position, but Hinds continued to score freely, and 30 (twice), 29, and 24 enabled him to forge ahead. Then a great change came over the game, as shaping confidently at all kinds of losing hazards Blair not only drew level, but went ahead, and twice stood exactly a hundred in front. Like his opponent his breaks were small, but consistency was his strong point.

Hinds was plainly unnerved by the free scoring methods of the Scot, who had got to within 17 of his points with breaks of 32, 27, 21, 17, 42, and several under 20, and looked like reaching his points, breaking down at a simple loser in the right middle pocket. Hinds seizing his last chance of the sitting put on 53, the finest as it was the largest break of the afternoon. Interval scores:—R. Blair, 502; Hinds, 463.

At night the play was again of a keen character, and Blair succeeded in beating his opponent by 55 points. Final scores:—

Mr. R. BLAIR	1,000
Mr. E. H. HINDS	945

RAISING REVENUE IN THE STRAITS SETTLEMENTS.

The Chairman of the Singapore Chamber of Commerce in the course of an address at the annual meeting of members last week said:—

It is perhaps too soon to attempt to forecast what the effect on the colony's finances will be of the taking over by the Government of the Opium and Spirit Monopolies, but it seems probable that the revenue from the former source, at least, is likely to fall off, and with an increased liability on account of the loans for harbour schemes, etc., the Government may find themselves under the necessity of looking about for new sources of revenue. Whatever our views may be regarding the expediency, or otherwise, of taxing imports in the self-governing colonies, the prosperity of these settlements is so bound up in the freedom of our ports, that this Chamber must always view with jealousy any attempt to adopt that method of raising revenue here, and it is reassuring to know that the Governor, during the debate on the last supply bill, stated that, sooner than have recourse to that method, he would be inclined to advocate the imposition of an income tax. It is true that a tax is now being levied upon the imports of petroleum, but as, owing to the nature of that article, the trade in it was already under considerable restriction, the impost in that case did not tend to obstruct it further.

DEVELOPMENT OF CANADA.

AN AMERICAN OPINION.

Americans have no delusions regarding the marvellous potentialities of Canada. Colonel John Conrad has returned to New York after prospecting in Saskatchewan, where he has bought a ranch, and he urges the claims of Saskatchewan as eloquently as any Canadian. He mentions in his opinion that England has not awakened to the desirability of sending her best settlers to Saskatchewan, and at present, he declares, the best settlers there are Americans from the Western States. Many American farmers in the West got their start by homesteading, and they have become so rich that they are able to send their sons over into Canada where land is cheap.

"An astonishing thing," Colonel Conrad continues, "that I saw up there once was the arrival of a trainload of American emigrants, who had brought on the same train their horses, wagons, and a steam plough. They arrived in the morning, pitched their tents, unloaded the train, and that afternoon the steam plough was working. One immigrant like that is worth a dozen foreigners. The development that is going on in that part of Canada is beyond belief. It is the greatest boom any country ever had, and it will continue for many years. Why, it is no unusual thing for a farmer to make enough money out of his first year's crop to pay for his whole farm, and give him a handsome margin. You can get Government land for 5s. an acre, and you can buy all the other land you want from £1 12s to £2 an acre. Then lumber mills and flour mills are going up in every direction. What is helping the country there is the tremendous railroad building that is going on there. It is the richest farming country in the world, and abounds in game."

The migration of so many excellent American farmers from Montana and Dakota to the wonderful North-West is not greatly appreciated by the average Yankee, but nobody questions their wisdom.

CHINA AND TIBET.

THE TIBETAN PROTEST—REMARKABLE RESOLUTION.

A telegram from Darjeeling to the *Englishman* (Calcutta) on March 2nd reads:—

The following are the proceedings of an extraordinary meeting of the Buddhist community held under the authority of His Highness the Raj Kumar of Sikkim, who, though unable to attend, sent one of his Kasi to represent him at the meeting, this being the Yeungton Kasi. The meeting was very crowded, all the leading members of the Boothia community attending, and about five hundred Tibetans and Sikkimese. Regret was expressed that His Highness was unable to attend, but as he had sent an able representative the meeting was proceeded with.

Mr. Shempa, a leading Tibetan of Darjeeling, first addressed the meeting with a few forcible words, and introduced the Chairman, the Yeungton Kasi, who then addressed the meeting and in a few words gave the sanction to rules being passed and agreed to. All this, of course, took place in the Tibetan language, and as the reporter does not understand the same Mr. Shempa very kindly after the meeting addressed us in the English language, giving practically word for word what had been said to the meeting. The meeting took place in the spacious drawing room of the Drum Druid Hotel, graciously lent for the purpose by Mrs. Herlihy, the proprietress. The scene is almost beyond description. Imagine a crowd of Tibetans, in a setting painfully European, papered walls and electric lights, all sitting in tight-fitting rows like sardines in a box, all attentive to every word as it left the speaker's lips, giving signs of disapproval as the story of the cause and flight of the Dalai Lama was unfolded to them.

RESOLUTION.

The following is a translation: "The Northern Buddhists have all learnt with great regret the conduct of the Chinese Amban towards his Holiness the Dalai Lama, the religious head of millions of Buddhists. It is stated that the Chinese troops, most of whom are said to be non-Buddhists, called Yunnang Te, neither Buddhists nor Hindus, while on their march towards Lhassa bombed Bah and Litang Monasteries to pieces, killed all the Lamas and disciples, trampled over the religious Scriptures, used the leaves of the books for stockings for their boots, damaged all the images made of brass and bronze, and converted them into bullets, and fired with them at the poor harmless Lamas. Proceeding further towards Lhassa, they destroyed the most important monasteries at Choting and Chokhalho, killed many Lamas, stripped many disciples and novices, took bindings in writing from those Lamas who were spared their lives to become soldiers instead of their remaining Lamas.

"After doing all these inhuman injuries they entered Lhassa, but during the above disturbances, His Holiness had intervened and the present Minister, Mr. Lien and his Assistant, Mr. Wen, went into negotiation, and after agreeing upon the result had offered a signed and sealed document to this effect, stating that the Tibetans shall retain their civil power over all the thirteen provinces, and that the Chinese will, as hitherto, guard the three marts in the country, viz., Gyantse and Gartok, whereupon the Tibetans agreed not to stop supplies as they had been doing while the struggle was on. After getting these assurances from the Chinese for the Tibetans, they, to their utter dismay, found the Chinese troops entering into the city of Lhassa, shooting every Lama and layman, maiming all horses belonging to the Minister, looting every moveable property they could lay their hands on during their march, and after killing a few important Ministers and various Tibetan patrols, the Chinese attempted to besiege the Potala Palace, the residency of His Holiness, when it appears some quarrel ensued and some bloodshed on either side.

"During these happenings His Holiness, by some means, managed to flee accompanied by some bodyguards. It is needless to go into details of all the injuries and difficulties undergone by His Holiness between the third day of the first month of the current Iron Dog year and sixteenth day of the same month, corresponding with the 12th and 24th February, 1910.

"It is noteworthy, and it is all the more regrettable, that His Holiness has received this treatment at the hands of the Chinese, who profess themselves to be Buddhists. In the fight between the temporal and spiritual it is no wonder that the temporal would succeed, but shame unto those that fight against their own religious teachers and unarmed Lamas. There is no glory to the victorious, the brightest laurels of victory rests on the forehead of the fugitive Dalai Lama, who, in spite of the defeat, will continue to command the greatest respect of us—a respect far greater than any temporal power can command. His Holiness the Dalai Lama is the incarnation of Buddha, and as such it is not for a temporal power to depose or dethrone His Holiness. Mr. Lien, by doing so, and by murdering the Lamas, has incurred the odium of all Northern Buddhists.

"This meeting, therefore, expresses its indignation at the conduct of Mr. Lien, the Resident at Lhassa, and resolves that a copy of the above be wired to His Majesty the Emperor of China under the signature of the Chairman, with the request that His Majesty will be pleased to recall the hostile troops from Lhassa at once, and that Mr. Lien may be called back and another officer appointed in his stead, and that the monasteries, idols and scriptures that have been damaged and destroyed may forthwith be repaired and replaced, and lastly that His Holiness the Dalai Lama be reinstalled with all the honour due to him as the religious head of all the Buddhists, the Pope of Asia."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 22nd at 12.10 p.m.—The depression lying to the E. of the Loochoos yesterday is moving Eastwards in the neighbourhood of the Bonins.

The barometer has risen over the Yangtze valley and fallen in N. China and S.W. Japan. A depression coming from the Yangtze valley is moving Eastwards over the Eastern Sea.

Pressure has increased quickly and is now high over E. Japan.

Moderate variable winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood(*)	
Formosa Channel...	Variable winds, moderate.
South coast of China between Hongkong and Lamocks.	Same as No. 1.
South coast of China between Hongkong and Hainan...	Same as No. 1

(*) S.E. or variable winds, moderate; fair to showery.

SHIPPING NOTES.

One of the five new steamers which have been built specially for the Russian Volunteer Fleet, the steamer *Orel*, a sister-ship of the steamer *Poltawa*, of 3,422 tons gross, arrived at Tsuruga on her first trip on the Tsuruga-Vladivostock line.

* * *

According to official returns, Japanese steamers numbered 1,653 at the end of last year with a total displacement of 1,189,957 tons gross. In addition, there were 1,935 sailing-vessels, the capacity of which is measured by *koku*, carrying 673,392 *koku*.

* * *

Fairplay, the well-known shipping paper, says:—"The question of the formation of a joint Belge-Chinese mercantile navy for running steamers between Belgium and other European ports and ports of China is being discussed by Belgian and Chinese merchants, and the Chinese Government is said to have appointed a Commission to study the matter."

* * *

Some years ago a programme was drawn up for lighting the coast of Korea. A start with the work was made in 1906, and it is to be finished during the present fiscal year. It consisted of the erection of 52 lighthouses (including leading lights, post-lights and lighted beacons), lighted buoys, 88 beacons, buoys and leading marks, and 18 fog signals, making a total of 165 altogether.

* * *

A new shipping line from Java to Bangkok is contemplated. The well-known Royal Packet Company (Koninklijke Paketvaart Maatschappij) proposes to run a regular service between Bangkok and Java. Messrs. Diethelm & Co., Ltd., have been appointed the Bangkok agents. The details have not been settled yet, but it is thought probable that the service will be fortnightly. The new line, a Bangkok paper says, will not compete directly with any existing line, but should be able to secure the cargo which at present has to be transhipped at Singapore.

* * *

It is stated that a private bill has already been drafted and will soon be introduced in the Japanese Lower House providing that the principle of reciprocity shall be applied in the matter of the coastwise carrying trade. In other words, the introducers of the bill propose that any country which allows Japanese ships to engage in its coastwise trade shall be entitled to a similar privilege for its own ships in Japanese waters.

* * *

Messrs. Behn, Meyer & Co. write to the Singapore papers as follows:—With reference to the various discussions in our local papers with regard to wireless telegraph stations in Eastern Asia and wireless telegraphic installations of steamers coming out to the East, we think it will be interesting for you to learn that the Norddeutscher Lloyd, Bremen, has under consideration the equipment of all German mail steamers running on this line with wireless telegraphy. The first steamer fitted in this way with the new improved System Telefunken is the steamer *Kleist*, Capt. O. Pahnke, which passed through Singapore on the 5th inst. on her way outward. The results of the powerful installation of this steamer have been very satisfactory. The steamer *Kleist*, for instance, whilst steaming in the eastern part of the Mediterranean, was in permanent connection with the wireless station at Norddeich (near Emden in North-East Germany) and received twice a day telegrams over a distance of about 1,550 miles. The wireless System Telefunken of this steamer has been supplied by the company for wireless telegraphy, System Telefunken, Berlin, which is said to be superior to the Marconi system.

* * *

The new President of the Chamber of Shipping of the United Kingdom (Mr. Edward Hain), addressing the annual meeting, said that they were not without some evidence to show that the worst of the depression in shipping had been reached, and that they might now look forward hopefully to a better state of things. It was in Eastern waters chiefly that shipping was meeting with most encouragement, and the entirely new trade, scarcely more than a year old, in the carriage of soya beans from Manchuria was giving employment for a number of British steamships. Australia, after several years of depression, was exhibiting distinct signs of revival. The prospects in India also were considered excellent, and with these and other Eastern trades operating and relieving the congestion of tonnage in the River Plate and elsewhere, shipowners might, he thought, reasonably expect to attain to a higher standard of freights.

* * *

The complaints of British shipowners that the surplus income from the Suez Canal had been devoted to the shareholders instead of towards a reduction of canal dues were ventilated at the annual meeting of the Chamber of Commerce. The President pointed out that in some recent developments there were indications to show that Great Britain was about to resume, to some extent at least, her ancient route to the East by way of the Cape. Steamers had been chartered for the long voyage to Australia in ballast to return with their wheat cargoes to this country in each case *via* the Cape, and it could not be doubted that some quite probable improvement in marine engineering, in the direction of greater economy in the consumption of fuel, would cause shipowners to give the preference to the longer sea voyage to the East rather than incur the heavy charges levied on vessels passing through the Suez Canal. These factors in the general situation undoubtedly

Lord Pirrie has purchased the late Sir Alfred Jones' maritime interests, but the details have not been made known. In their absence quite the most notable steamship deal of recent date has formed the subject of limitless speculation. Lord Pirrie, even before the recent bargain was concluded, was already very actively identified with shipowning. In the public mind Lord Pirrie has been chiefly associated with the shipbuilding achievements of the great firm of Messrs. Harland & Wolff, of which he is chairman. As a matter of fact, he is chairman of the African Steamship Company, and a director of seven other steamship companies. One of these is the International Mercantile Marine, more familiarly known as the Morgan Combine, of whose British committee Lord Pirrie is a member. Another is the Oceanic Steamship Company, better known as the White Star Line, on whose behalf he is at present building two mammoth ships. Other companies of which Lord Pirrie is a director are the British and North Atlantic, F. Leyland & Co., the Mississipi and Dominion, the Ocean Transport, and the Wilsons and Furness-Leyland Line.

* * *

A good deal has been written respecting the effect on the speed of the *Lusitania* and *Mauretania* of the changes made in their propellers. The Chairman of the Cunard Company in an interview refers to the fact that the modification is in the form of the blades. He adds that the *Lusitania* has been fitted with the *Mauretania's* first blades, and that he is told that the *Mauretania* would be glad to have them back again. Meanwhile, there have been compiled at Liverpool some interesting figures with regard to the running of the two Cunarders. The tables relate to the time occupied between the landing-stage at Liverpool and the Cunard Company's pier at New York, both on the outward and on the homeward run. The figures give the following comparisons:

		Days.	H.	M.
OUTWARD VOYAGES.				
Lusitania ...	Quickest passage ...	5	7	0
Mauretania...	Quickest passage ...	5	1	30
Lusitania ...	Longest passage ...	6	18	0
Mauretania ..	Longest passage .	5	21	0
Lusitania ...	Average passage ...	5	21	35
Mauretania ..	Average passage ..	5	16	48
HOMEWARD VOYAGES.				
Lusitania ...	Quickest passage ...	5	15	30
Mauretania ..	Quickest passage	5	5	0
Lusitania ...	Longest passage ...	5	22	0
Mauretania	Longest passage ...	5	17	0
Lusitania ...	Average passage ...	5	19	22
Mauretania...	Average passage ...	5	12	14

As might be expected, the best runs were made in the months of July, August, and September. It is the winter season that pulls down the averages. The *Mauretania*, it will be seen, shows herself possessed of somewhat superior steaming ability, her average outward passage being nearly five hours shorter, and her average homeward run seven hours quicker.

* * *

An important undertaking to establish a new steamship service linking up the eastern provinces of Canada with South Africa, Australasia, and New Zealand has just been negotiated between the Dominion Government of Canada and the New Zealand Shipping Company. In May next the New Zealand Shipping Company will begin a monthly service of steamers from Montreal direct to Australasia and four New Zealand ports. On the route the steamers will call at Teneriffe and the Cape, thus providing a direct means of communication between South Africa and Canada. It is stated that in the winter months, when Montreal is closed as a port, the service will run from St. John and Halifax. At the present time there is no direct steamship service from the eastern side of Canada to New Zealand, and all traffic now proceeds by New York. In effecting the arrangement into which they have entered with the company the Canadian Government are now ensuring an all-red line to Australasia for the traders in the older provinces of Canada.

* * *

It is announced that the Liverpool management of the City Line of steamers is to be transferred from Messrs. Allan Brothers to Sir John Ellerman's Liverpool offices in that port. Sir John Ellerman is the proprietor of the City Line, and, in taking over the Liverpool agency from the Allan Line is terminating a business arrangement which has existed for 40 years. Messrs. Allan Brothers had established a trade to Calcutta and Bombay in the 'sixties by their sailing ships. Mr. G. R. Nicholson, who managed the agency for Allan Brothers, also goes over to Sir John Ellerman's offices.

THE BOYCOTT OF JAPANESE GOODS.

Nothing has been heard for some time about the boycott in South China, but, according to the *Asahi Shimbun* of Tokyo it is still actively prosecuted. Singapore is now the chief centre. Out of the 70,000 inhabitants of that place fully 30,000 are Chinese, and the Chinese community comprises a large majority of the wealthiest men in the place. Hence the influence of Singapore is felt throughout the whole southern regions, and there appear to be some persons there who either entertain a most inveterate grudge against the Japanese, or find their account in tabooing Japanese goods. Violent circulars are said to have been again distributed on a large scale, so that the Japanese tradesmen, not in Singapore alone, but also in Hongkong and Canton, are much hampered in their business. It is calculated that since the *Tatsu Maru* incident in 1908, the boycott has cost the Japanese several millions of yen, and unless the Chinese authorities can be persuaded to take a more active part in quelling it, further heavy losses must be anticipated. It is questionable, however, whether official interference could be entirely successful in this matter. The *Tatsu Maru* affair even though supplemented by the Mukden-Antung Railway complication, can not be regarded as anything more than a

THE OPIUM REVENUE OF THE CROWN COLONIES.

In the course of a dispatch to the Governor of the Straits Settlements, Lord Crewe, Secretary of State for the Colonies, wrote on January 11th last:—

"I have to inform you that, in view of the loss caused to the colony by the diminution of the revenue from opium, I am in communication with the Lords Commissioners of the Treasury with a view to the grant, if possible, of some assistance from Imperial funds. I have also informed their Lordships that in my opinion the time has now come when the arrangements with regard to the military contribution should be reconsidered, and I have invited them to agree to the appointment of a committee, composed of representatives of the Colonial Office, the Treasury and the War Office to consider *de novo* the whole question of the contributions paid by the Eastern Colonies. These questions are at present under the consideration of the Treasury, but I trust that before long I may be able to communicate their Lordships' reply to you."

AVALANCHE DISASTER IN AMERICA.

LOSS OF 100 LIVES.

An avalanche, the reverberations of which were heard ten miles away, swept away on February 26th the town of Mace, Idaho, burying alive the entire community of one hundred souls, as well as fifty workmen of the Northern Pacific Railway.

When the news of the catastrophe reached the town of Wallace, five miles down the canyon, church bells were rung and all the inhabitants turned out to assist in the work of rescue. They found the deep ravine filled for the distance of a mile with tightly wedged masses of snow, boulders, and trees to the depth of thirty feet, which had cut the sides of the mountain as with a gigantic razor.

The avalanche came shortly before midnight when the village was wrapped in profound slumber. For several days past a warm breeze known as the "Chinook" had been blowing over the Rockies, loosening the perpetual snow cap of the mountain peak. This was followed on by rain. The villagers, untaught by the catastrophe which years ago destroyed the neighbouring town of Burke, relied on the forest to act as a barrier to any snowslide. They paid for this confidence with their lives. The avalanche hit the edge of the precipice after a fall of 1,000ft. from the mountain peak, and with appalling momentum tumbled into the village, bringing with it gigantic boulders and hundreds of huge fir trees.

It was impossible to escape the onrush. Houses and railway-cars, where fifty workmen were camping, were all crushed. When the rescuers approached the scene a furious blizzard was raging from one end of the canyon to the other. Yet, as advices just received state, they succeeded in digging twenty-five men and women out of the cabins alive.

The total number of deaths cannot be ascertained. It is considerably over 100. According to one report the Standard Hotel, where 300 miners lodged, was also destroyed.

There was a second avalanche next day. It struck the town of Burke, adding scores more to the list of fatalities and burying the greater part of the town of 900 inhabitants. A warning had been issued some hours before, with the result that the majority of the women fled from their homes with their children to places of safety.

THE NEW WHITE STAR STEAMERS.

"OLYMPIC'S" LAUNCHING DATE FIXED.

The Belfast correspondent of the *Times* writes:—Splendid progress is being made at the shipyard of Messrs. Harland & Wolff, Ltd., with the building of the new White Star liners *Olympic* and *Titanic*. The first-named vessel is now sufficiently advanced in construction to permit the date of launching to be fixed, and unless something unforeseen happens she will be sent into the water at eleven o'clock on the forenoon of October 21.

The gross tonnage of the *Olympic* and *Titanic* will be, roughly, 45,000, or 12,000 tons more than the great Cunarders *Lusitania* and *Mauretania*. They are 840ft. long, have a beam of 90ft., while the top deck will be 60ft. above the water. Following the policy hitherto pursued by the White Star Line with uniform success, the vessels will not be "record" breakers in speed. They are designed to travel at the rate of twenty-one knots per hour, or four knots less than the *Lusitania* and *Mauretania*. This lesser speed will mean of course less driving power, and the space thus saved will be used to provide berths for first-class passengers. The owners waited until the last possible moment before deciding on the method of propulsion. Eventually they decided on a combination of turbine and reciprocating engines. One of the advantages of this method is a big reduction in the consumption of coal and the consequent saving of space for passenger accommodation. The new vessels, with their nine steel decks, will possess many features calculated to make the task of crossing the Atlantic a distinct pleasure. The roller skater will find on one of the upper decks a rink, which will also serve the purpose as occasion demands for a ball-room, a sun parlour, or a promenade. A large swimming bath will also find a place on the vessels. There will, in addition, be a large and well-equipped gymnasium. On the sun deck passengers will find a complete garden, which in the winter season will be covered with a glass roof. A palm garden will also be a feature.

When the *Olympic* leaves this side of the Atlantic on her maiden voyage she will have on board the population of a fair-sized Irish town. It is estimated that in ordinary circumstances the vessel will carry 5,000 persons. Of these 600 will be members of the crew. Each vessel is being divided into 33 steel compartments, which are separated by heavy bulkheads. These doors can be closed by one operation from the bridge owing to an automatic device, and by the aid of coloured electric lights the officer on the bridge will be able to tell at a glance whether or not the doors are closed. Similar elaborate arrangements will be made for the prevention of fire and the extinguishing of the flames should an outbreak unfortunately take place.

It will be at least six months after launching before the *Olympic* goes on her trial trip, and by that time, if not before, the *Titanic* will be in the water.

GUNS THAT COULD NOT BE FIRED.

LORD CHARLES BERESFORD AND MR. MCKENNA.

Mr. McKenna, says a London paper of the 24th ult., was convicted out of his own mouth in the House of Commons yesterday of giving reassurances regarding the efficiency of the battleship-cruiser *Invincible* which were not true in fact. Lord Charles Beresford has signalized his return to the House of Commons by not only making the First Lord look ridiculous, but showing up his astonishing evasions.

In a speech at Dartford on January 25 Lord Charles Beresford said:—

"The *Invincible* was commissioned last March and from that day to this she has never been able to fire her 12-inch guns. It is criminal. Someone ought to be hauled up for it, and somebody will be hauled up.

The Admiralty knows as well as I do, and all the officers in the Fleet know, that if there were strained relations and war came, the *Invincible* would be ordered to the dockyard at once, because she could not fire her guns. This is a splendid instance of the fraud of the last four years."

The First Lord took notice of this at the time, but when his attention was drawn to it by a correspondent, he issued a reply saying:—

"The statement referring to the *Invincible* is mere nonsense. The *Invincible* has fired her guns, can fire her guns, and would be able to fire her guns if there should be war."

This statement conveys the most absolute assurance that the *Invincible* is as effective as any other ship in the Fleet. She is, it will be remembered, one of our most powerful vessels, and is always classed in the Dreadnought category when calculations of our naval strength are being made with that of other Powers.

IDLE FOR A YEAR.

Lord Charles Beresford was not satisfied with Mr. McKenna's explanation, and he put a question in the House of Commons yesterday which drew from Mr. McKenna the following amazing admission:—

"The *Invincible* fired her 12-inch guns on March 14 last, and had not since fired them till yesterday (Opposition laughter)—when she fired all her turrets after being delayed for a considerable time by bad weather."

Mr. McKenna then proceeded to give the following explanation why the *Invincible* had not fired her guns:—

"As this reply by itself may lead to misunderstanding, I would like to supplement it by a detailed explanation. In May, 1905, approval was given by the then first Lord of the Admiralty to fit the *Invincible* with turrets to be worked electrically.

"The firing gun trials of the *Invincible* turrets were carried out in October 1908, when only a few defects appeared, which were found to be of minor importance. Those were remedied, and the second trial for a repeated series was carried out in March, 1909. The turrets had been made by two firms, and one turret of each make was tried.

"The reports state that there were no very serious hitches during the trial, but that there were numerous minor defects, especially in the mounting of one of the firms. The ship was commissioned in March, and joined the Cruiser Squadron. While working out the gun-layers' test numerous defects occurred, and on June 1 the turrets were examined by Admiralty officials and representatives of the firm concerned, and after discussion certain modifications were decided on.

"Preliminary to those modifications being carried out the ship was with the Cruiser Squadron, going through the ordinary exercises and gaining further experience in the working of the gear. During this period other defects were discovered in another part of the gear.

"If the ship had been required to go into action while the modifications were taking place, she would have had four of her 12-inch guns efficient and the other four could have been worked, though at a rate considerably slower than the normal. Meanwhile, in all the other respects, full advantage was gained by keeping the ship with the squadron with men and officers under training."

The *Invincible* carries only eight 12-inch guns. She would cut a pretty figure in action with half of them useless! And yet Mr. McKenna has the colossal effrontery to describe Lord Charles Beresford's statements as mere nonsense.

STRAITS RUBBER PLANTATIONS AND THE LABOUR QUESTION.

Labour questions, says the *Straits Times*, in the course of a leading article, must engage the very close attention of all who are interested in the planting industry, for it is certain to become serious in the near future. There are, indeed, a good many estates already which could use more labour of the right kind if it were available, and Java, hitherto one of the best sources of supply, may be closed at any moment now for Malayan recruiting. We observe that the Planters' Association has appointed a committee to report upon proposals for establishing a recruiting bureau in China, and that is quite a prudent step to take. But surely the time has come for deciding on some general policy. There are advocates of "free labour," and advocates of the "indentured." There are even a few men to be found who do not speak evil of the Government immigration department and favour its continuance. For our own part, we should like to see that department abolished. The function of the State is to assist to the utmost young industries which cannot do everything for themselves, but as far as the rubber business is concerned that stage has been passed, and the duty of the Government now is to stand quite apart from the planters and their methods of recruiting and dealing with labour so that they may see that even-handed justice is done to all concerned, without being mixed up themselves in questions of the quality of the coolies imported. But it would be a wise thing for the planters to form some such organisation as has recently been established in Ceylon. There should be a policy, and a method behind it. For our own part, we believe that the indenture system is the only one that gives a reasonable degree of control over the class of labour required, but the conditions of indenture must be laid down by the Government and it is right that Government officers should see them faithfully carried out. "Free" labour is all very well where the labour is indigenous, but when importation is necessary it is certain to break down. A few estate managers may think that they will always be able to secure what they want by offering a good price, but the kind of competition which would be brought about by one estate bidding against another can never be very satisfactory. It will raise the general level of expense without

PREHISTORIC LONDON.

HISTORIANS' RESEARCHES FOR THE FESTIVAL OF EMPIRE.

The first scene in the Great Pageant of London, "Heart of the Empire"—the central feature of the Festival of Empire, to be held at the Crystal Palace this summer—is entitled "The Dawn of History."

Looking from the grand stand, the spectator will see London as it was in the days previous to the coming of the Romans; they will see Ancient Britons near their mud huts, the mammoths creeping lazily among the rocks.

Since the first announcement of this scene, some hundreds of letters have been received at the Festival offices from correspondents interested in the early history of London and asking for further particulars. Accordingly, one of the most eminent historians engaged in preparing historical detail for Mr. Frank Lascelles, the Master of the Pageant, has forwarded to us the following notes concerning the discovery of Prehistoric Remains in London:—

From time to time, in the higher gravels of the valleys of the Thames and Lea, in the neighbourhood of London, discoveries are made of animals which belong to an earlier age of the world's history.

The importance of the evidence which we possess as to these animals, and to the conditions under which they lived, naturally increases with every fresh item that comes to light. The latest addition to the volume of evidence on the subject has come about in the course of the construction of one of the Council's sewers. At various points between the Chingford branch of the Great Eastern Railway and Roding Road, Homerton, at a depth sometimes of nearly 25 ft., in gravel which had been in ancient times deposited by the River Lea, bones have been found of two such animals, the Mammoth and (probably) the Woolly Rhinoceros.

Exactly how long ago it is since these beasts ranged over this country it is impossible to say, but it is generally conceded that many thousands of years have elapsed since that time.

During part at least of the time when the mammoth lived here England was not separated from the Continent, and the climate was so severe that the conditions are expressed by the use of the term Ice-Age or Glacial Period. There is much uncertainly as to the causes which brought about the Ice Age, and the length of time during which it lasted, but it is known that this part of the country was less affected by the arctic conditions than were the northern parts of the British Isles. It is possible that a large part of the river-gravels were deposited when the climate was becoming warmer and when the melting of the glaciers and ice-sheets could supply the great volumes of water by means of which the river-valleys were deepened, and large quantities of sand gravel carried from the hills to the lowlands. Under such conditions lived the mammoth and rhinoceros whose bones have been found.

The mammoth, whilst resembling the modern elephants in all essential respects, differed from them in the possession of a coat of long, thick hair, and the woolly rhinoceros had a similar protection against the rigours of the climate. Both animals survived till a later time in Siberia than in Europe, and in the frozen soil of the north practically entire bodies of the mammoth have been found. The presence of the hairy covering in both forms has been proved by the actual remains, but in the case of the mammoth we have also the evidence of prehistoric man himself, who has left behind in the caves of France engravings on bone and ivory, and paintings on the walls of the caves, in which the mammoth and his hairy coat are clearly represented.

There were many other animals whose bodies were sometimes swept away by the flood-waters of the Thames and Lea, and whose bones, separated by decay, were widely scattered and deposited in the gravels of the valleys. Amongst such animals may be mentioned the reindeer, still found in the arctic regions, the brown bear and the grizzly bear, the bison, the beaver, the wolf, and other forms such as now live in temperate climates, though not in this country; several animals that we still have with us, such as the otter, the fox, the horse, and the hare; and species of lion, hyena, and hippopotamus, whose modern representatives live in tropical or warm climates, though it must not be imagined that all these animals lived here together at the same time.

More important, from our own standpoint, than all these animals, was man himself, whose rude flint implements have been found in great numbers in the gravels from which the fossil bones have been taken. This period of man's history is spoken of as the Old Stone (or Palæolithic) Age, and it affords the earliest certain evidence that we have of his life and activities. He was no doubt a hunter, though it does not seem probable that his weapons were efficient enough to enable him to overcome such huge animals as the mammoths, with their thick hair and tough hides.

He may have had long wooden spears, however, and it is possible that he attached some of his flint implements to sticks or poles for use as axes or tomahawks, javelins, or spears. Most of the implements do not appear to be well adapted for shafting, and any shafts or wooden weapons the men of the Old Stone Age may have used have long since decayed. His had no domesticated animals, and the vegetable food with which he no doubt eked out the products of the chase was such as Nature provided. That he clothed himself in skins is highly probable, especially in view of the fact that many of the implements found are like in form to those used in skin-dressing by modern hunting races, such as the Eskimo.

For the purposes of the Prehistoric Scene in the Pageant of London, it is probable that several elephants will be requisitioned. Experiments have shown that when the elephant is "made-up" by a theatrical "properties" expert it presents a splendid imitation of the mammoth.

It is proposed to select all the Ancient Britons for this Prehistoric Scene from the borough of Hackney, where most of the important Palæolithic discoveries have been made.

THE OPIUM CAMPAIGN.

PROGRESS IN SZECHUAN.

A correspondent, telegraphing to the *N.-C. Daily News* from Yarchou on March 15th, reported:—

In the course of a journey extending over 900 miles in Szechuan, the route of which lay entirely through areas formerly devoted to poppy, I have not seen a single poppy plant. Rigid inquiries absolutely confirm the previous reports that the growth of poppy has been abandoned. As a result, land has depreciated twenty-five per cent. and food-stuffs are plentiful and cheap.

IN YUNNAN.

Another correspondent, writing to our contemporary from Chaotung in Yunnan, says:—The growth of the opium poppy seems to have been effectually stopped in this district, but its

MR. ANDREW CARNEGIE.

HIS START IN LIFE.

Mr Andrew Carnegie last month was travelling in his luxuriously-equipped private car, speeding to California, where America's great ironmaster will stay for a few months pending his return to Skibo Castle. He paused at Chicago and found that the news of his coming had preceded him, one journal having even prepared a supplement, describing him as "the world's great philanthropist, who has given to public uses over £30,000,000. That is more than £400,000 a year for every one of the seventy-two he has lived."

Mr. Leach, the superintendent of the Pullman Palace Car Company, greeted Mr. Carnegie at Chicago, and to him the Laird of Skibo banteringly said that it was a pity a private citizen, retired from active business, couldn't pass through Porkopolis without attracting attention.

Reporters attended to present their compliments to Mr. Carnegie, and invited him to talk about public affairs, but he asked to be excused, beyond saying. "The United States is a fine country, and I don't want to go to heaven just yet."

"Well," said one scribe, "tell us how you earned your first batch of dollars."

Mr. Carnegie answered:

Many year ago I was working for the Pennsylvania Railroad, and a fellow named Woodruff came round with a couple of little sleeping-car models wrapped up in cloth. "Why," I said to him when I saw them, "we're going to need those some day in the railroad business." The outcome was that the Pennsylvania Railroad ordered a couple, and later on, when I saw Woodruff again, he said to me, "You seem to be a bright young fellow, Carnegie. You shall have a share in the business."

"All right," I said, "I'm willing."

"I'll give you an eighth interest," he told me, and he named the sum—a few hundred dollars—I would have to pay. I didn't have the money, but I went to my employer and asked him to lend me a few hundred dollars.

"All right, Andy; you're a good boy," he said "I guess I can let you have it."

"I'll pay you back $5 a week," I told him. I knew I could save that out of my salary, which had just been raised to $40 a month, so he let me have the money, and that's how I got my start. I made £2,000 off that stock, and later on got into the Pullman Company.

A New York correspondent writes:—

A short time ago I was chatting to Mr. Carnegie in behalf of *The Daily Telegraph* in his New York home. He mentioned incidentally that the general impression that he had always longed to be a great ironmaster was incorrect.

"As a youth," he said, smilingly, "I always wanted to be a reporter."

I congratulated Mr. Carnegie upon the def at of his early ambitions, explaining that the profits to be derived from journalism would not have enabled him to present many libraries to a grateful public.

WEALTHY CONGRESSMEN.

HOW THEY MADE THEIR FORTUNES.

The United States House of Representatives has always had among its members many multi-millionaires, but the present body has more wealthy men than at any previous period in its history. One of the fifteen richest men in America, says the *Boston Courier*, is a representative from Yonkers, N.Y. His name is Mr. John E. Andrus, and his wealth is estimated at $60,000,000. He is a chemical king, controlling to a great extent the production of medicinal drugs in the United States. Nearly all of the pepsin manufactured in America comes from his mills—whence the name "Old Chewing Gum," applied to him jokingly by his fellow-Congressmen, though, as a matter of fact, he puts on the market no such commodity. He began life without a cent, and taught in school for a living for four years in New Jersey.

One of the most remarkable men in the present House of Representatives is Mr. Daniel F. Lafean, of York, Pa. He likewise was a born fortune builder. He started in life as driver of a coal cart at $1 a day. Every cent he possesses he has made for himself, and his wealth to-day amounts to not less than $3,000,000. He owns silk mills, banks, dairies, and automobile factories; but, industrially speaking, he is chiefly conspicuous as the candy king. Mr. Lafean owns candy factories in Philadelphia, York, and Lancaster, employing 6,000 or 7,000 people.

Mr. Butler Ames, of Lowell, Mass., another member of the Lower House, did not make his own fortune. But though worth $5,000,000 or $6,000,000, he does not pursue the ways of idleness by any means. In moments not occupied by legislative toil he devotes himself to inventing things. He rides about Washington in an automobile made by himself, and he is building a flying-machine on a pattern of his own.

He is only 38 years old and a grandson of the late Gen. Benjamin F. Butler. Preferring West Point to a civil college, he was appointed a second-lieutenant in the infantry, afterwards resigning his commission. Since entering Congress he has given his entire salary as a representative to his private secretary.

Another millionaire representative is Mr. Everis A. Hayes, of San Jose, Cal. Many years ago he became interested in the wonderful iron deposits of the Gogebic range, in Northern Wisconsin and Michigan, before many people had come to know the wealth that might be derived from them. From this source he drew a large fortune, and since then he has been extensively engaged in the fruit-raising business in California.

ROMANCE IN REAL LIFE.

A romance of real life, in which the heroine is Miss Bessie Goldie, one of the most popular of this season's debutantes, and the hero Mr. Antonio R. Guinaraes, a Brazilian millionaire, is (says a *Daily Mail* telegram of February 28th) causing intense delight among society in Pittsburg.

For several months past Mr. Guinaraes has been working at a salary of £3 a week in the shops of the Westinghouse Electrical Company. He was desirous of proving that he could earn his own living, and at the same time of learning practical electrical work which he could turn to good purpose at his mines and plantations at Rio Preto, Brazil.

At a church meeting, where he was known only as a simple working man, he made the acquaintance of Miss Goldie. It was a case of love at first sight. Not until yesterday, after the public announcement of the betrothal, had Miss Goldie the slightest idea that her fiancée was other than a mechanic with his way to make in the world. Mr. Guinaraes then explained that it had always been his desire to find a lady

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, and special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

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NEW ADVERTISEMENTS

NOTICE OF REMOVAL.

NOTICE is hereby given that from and after TUESDAY, the 29th March, 1910, the Offices of the undersigned Solicitors and Notaries, will be Removed to the First Floor of PRINCE'S BUILDINGS, Ice House Street (Opposite the King Edward Hotel).

JOHNSON, STOKES & MASTER,
Hongkong, 22nd March, 1910. [443

E. R.

NOTICE.

IT IS HEREBY NOTIFIED that the Supply of Water to Shaukiwan East and West will be turned on in the Public Mains during the following Hours only:—

6 A.M. to 9 A.M.
4 P.M. to 6 P.M.

W. CHATHAM,
Water Authority.

Public Works Department.
Hongkong, 21st March, 1910. [442

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 24th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., LTD.,
Agents.

Hongkong, 22nd March, 1910. [441

BANK HOLIDAYS.

IN terms of Government Notification No. 80 of 11th instant, the following days will be observed as BANK HOLIDAYS:—

FRIDAY, 25th March.
SATURDAY, 26th "
MONDAY, 28th "

Hongkong, 22nd March, 1910. [438

REPRESENTATIVE WANTED.

FOR the Sale of our well known PETER UNION Pneumatic and Solid Rubber Tyres, as well as Mechanical Rubber Goods of every description. We require a capable Representative with knowledge of branch and good connection.

Offers with references and full particulars to—

THE PETER UNION TYRE CO., LTD.,
(Mitteldeutsche Gummiwarenfabrik Louis Peter A.G.)
321] Frankfurt a/M (Germany).

E. R.

SANITARY BOARD OFFICE,
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the WESTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of February and March.

N.B.—The word "throughout" used in this notice means that the houses should be Limewashed in respect of all the Walls of each Room, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls limewashed up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed, but must be Cleansed.

The Western Division of the City lies to the West of Tank Lane and Cleverly Street.

The Government Limewashing Contractor is prepared to cleanse and limewash floors at the rate of $1.05 per floor, on application being made to the Secretary of the Sanitary Board.

W. BOWEN-ROWLANDS,
Secretary.

Dated this 1st day of March, 1910. [397

"SOLIGNUM."

A perfect preservative stain for Wood, Stone and Brickwork.

It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of Various Colours.

Prospectus and all further information from

SIEMSSEN & Co.
(Machinery Dept.), Hongkong,
Sole Agents

Hongkong, 8th December, 1909. [1494

PUBLIC COMPANIES

CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE THIRTY-SECOND ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, Peddar's Street, TO-MORROW (THURSDAY), the 24th March, at 11 A.M., for the purpose of receiving the Report and Statements of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., LTD.
General Agents.

Hongkong, 4th March, 1910. [369

LUZON SUGAR REFINING CO., LTD.

NOTICE.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, Peddar's Street, TO-MORROW (THURSDAY), the 24th March, at 11.30 A.M., for the purpose of receiving the Report and Statements of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Agents.

Hongkong, 4th March, 1910. [370

ANCIENT AND HONOURABLE FRATERNITY OF FREE AND ACCEPTED MASONS.

DISTRICT GRAND LODGE OF HONGKONG AND SOUTH CHINA.

THE Installation of WOR. BRO. THOMAS FREDERICK HOUGH as District Grand Master of Hongkong and South China E.C. will take place at a SPECIAL MEETING of DISTRICT GRAND LODGE to be held at the MASONIC HALL, Zetland Street, Hongkong, TO-MORROW (THURSDAY), 24th March, 1910, at 6 P.M.

The Installation Ceremony will be performed by RIGHT WOR. BRO. SIR C. PAUL CHATER, Kt., C.M.G., District Grand Master of Hongkong and South China E.C.

Masons unattached to Lodges in the District who may be desirous of attending the above Meeting are requested to be at MASONIC HALL, TO-DAY (WEDNESDAY), the 23rd instant, at 5 P.M., when they will be accommodated as far as possible with Tickets of Admission.

Hongkong, 5th March, 1910. [371

HONGKONG CLUB.

NOTICE.

THE SEVENTEENTH DRAWING OF SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1895 issue, $100.00 each) was held in the HONGKONG CLUB HOUSE, on FRIDAY, the 18th March, when the following Debentures were drawn for Redemption:—

10	441	818	1193	1643
18	505	837	1322	1668
22	534	844	1345	1670
58	570	849	1359	1681
90	642	850	1372	1715
118	715	897	1381	1825
120	733	918	1404	1843
128	737	938	1406	1855
196	746	1053	1453	1877
233	755	1098	1494	1903
234	771	1122	1496	1961
260	778	1150	1503	1978
333	817	1166	1578	1980

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on THURSDAY, the 31st March, 1910, in Exchange for surrender of same.

By Order,

JAMES CRAIK,
Secretary.

Hongkong, 18th March, 1910. [424

DEVONIAN SOCIETY.

THE ANNUAL DEVONIAN DINNER will be held at the HONGKONG HOTEL, on SATURDAY, 2nd April, 1910, at 8 o'clock P.M.

Devonians wishing to attend are requested to send their Names to—

M. S. NORTHCOTE,
Hon. Secretary.

Hongkong, 19th March, 1910. [426

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a Liquid Food in predigested form containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic. Highly recommended by the local medical profession in Cases of DEBILITY after MALARIA, from OVERWORK or other causes, ANÆMIA, NERVOUSNESS or DYSPEPSIA. Samples on Application.

SIEMSSEN & Co.,
Agents,

Hongkong, 14th December, 1909. [1519

GRACA & CO.,
27, DES VŒUX ROAD.
Dealers in
ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMP CATALOGUE for 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Moveable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection Invited. [110

HIGH-CLASS PROVISIONS.

THE WELCOME STORE,
General Storekeepers,
No. 81, DES VŒUX ROAD, CENTRAL.

DEALERS in Canned Goods of every description, from the most famous European and American Manufacturers.

Suppliers of all kinds of Provisions to Canteens, Clubs, Hotels, Steamers and Families.

Prices charged exceedingly moderate, and orders executed at any time at short notice, with most careful attention and promptitude.

Hongkong, 8th March, 1910. [378

NOTICES OF FIRMS

NOTICE.

WE have This Day Established Ourselves as IMPORT and EXPORT MERCHANTS, STEAMSHIP AGENTS, COMMISSION AGENTS, &c., at 25, Des Vœux Road Central.

OLOF WIJK & Co.'s
East Asiatic Agencies A.B., Ltd.

Hongkong, 18th March, 1910. [433

NOTICE.

WE have This Day Appointed MR. ARTHUR NILSSON as our SOLE MANAGER for Hongkong.

OLOF WIJK & Co.'s
East Asiatic Agencies A.B., Ltd.

Hongkong, 18th March, 1910. [434

NOTICE.

NOTICE IS HEREBY GIVEN that the MIN YUEN & Co., LTD., is registered as a Company Limited by Shares, and that all Contracts for the Purchase and Sale of Cotton and Cotton Yarn must be signed by one of the two General Managers, MESSRS. LI WAI TONG and TAM FAI TONG, otherwise such contracts will not be recognised.

MIN YUEN & Co., LTD.,
Cotton and Cotton Yarn Dealers.

87, Jervois Street,

Hongkong, 17th March, 1910. [416

AUCTION

PUBLIC AUCTION.

MR. GEO. P. LAMMERT will, by Order of the Mortgagee, sell the undermentioned Property by Public Auction, at his SALES ROOMS, Duddell Street, Hongkong, On TUESDAY, 29th MARCH, 1910, at 3 P.M.

HOK UN LOTS Nos. 41, 42, 55, 57, 93 and 94,
and
HUNG HOM INLAND LOTS Nos. 81 and 86
(Nos. 109 and 119, Wuhu Street).

Each Lot subject to a Reserved Price.

For further particulars apply to the Auctioneer, or to MR. H. K. HOLMES, Solicitor, 54, Queen's Road Central.

Hongkong, 19th March, 1910. [429

FOR SALE

NOTICE.

MR. D. MESSULAM, of the well-known Firm MISRAHI MENASSÉ & Co., Wholesale DIAMOND MERCHANTS, Antwerp, Vienna and Bombay, is at present in the Colony and staying at the ASTOR HOUSE.

He is an Expert in Diamonds and has brought with him a large Stock of this Precious Stone. Anyone wishing to Purchase at a Minimum Cost should not lose the opportunity of making a call at ASTOR HOUSE—ROOM 43, between 11 and 12 in the forenoon and 3 and 4 in the afternoon.

Hongkong, 19th March, 1910. [425

FOR SALE.

THE Cutter Yacht "BRYNHILDE," as she lies off AH KING'S, with all Gear and Stores, Bedding and Mess Traps on Board.

Length over all, 42 feet; Beam, 10 feet 3 inches; Draught, 5 feet.

Lead Keel weighing 7,030 lbs. Teak Built, Copper Fastened.

New Sails, Area about 1,700 square feet.

Large English-built Dinghy, Three Anchors, Chain and Hemp Cables, Two Life Buoys, Compass, Lights, &c.

Complete and ready for sea.

LEIGH & ORANGE.
Princes' Building,
2, Des Vœux Road Central.

Hongkong, 31st December, 1909. [106

NOW ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE - - - - - $3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 35, at PRAYA EAST.

Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD
IN LOTS TO SUIT TENANTS OR PURCHASERS,
MARINE LOT
No. 285
EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—

G. FENWICK & Co., LTD.,
ENGINEERS, &c.,
PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [84-168

THE SWATOW DRAWN WORK Co.
17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS of the best quality of Hand-made Drawn Chinese Linen and Grass Cloth. All kinds of Silk of best quality, Canton Embroidery and Chinese Laces from the latest French Patterns.

Hongkong, 25th December, 1909. [1432

We Recommend a Trial of
OUR OWN MAKE
BRAWN
PRESSED BEEF
PORK SAUSAGES
BEEF SAUSAGES
AND
COOKED HAM.
THE
DAIRY FARM CO., LTD.
[42

TO LET

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st March, 1910. [88

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 1st December, 1909. [109

TO LET—FURNISHED.

"TANTALLON," 126A, BARKER ROAD, Rent $225 per Month. Seen by appointment only.

Apply to—

GODDARD & DOUGLAS.

Hongkong, 9th December, 1909. [100

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RIPON TERRACE.

OFFICES To LET, No. 2, Connaught Road, 3rd Floor.

No. 9, MACDONNELL ROAD.

No. 10, DES VŒUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st March, 1910. [87

TO LET.

RESIDENTIAL FLAT, Hotel Mansions.

OFFICES, Hotel Mansions.

Apply to—

HENRY HUMPHREYS,
Alexandra Buildings.

Hongkong, 2nd February, 1910. [151

TO LET.

NO. 3, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st March, 1910. [325

TO LET—FURNISHED.

"THE GROVE," MACDONNELL ROAD, Hongkong, 8-Roomed House, fitted with Electric Light, detached Servants' Quarters and Tennis Court, from 1st May, 1910

Apply to—

PERCY SMITH & SETH.

Hongkong, 11th January, 1910. [159

TO LET.

FIRST FLOOR of No. 4, Des Vœux Road, recently vacated by Institution of Engineers and Shipbuilders.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PEAK ROAD, "DEVONIA," containing 6 ROOMS, Gardens, Tennis Court, Servants' Quarters.

One GODOWN in MASON'S LANE.

Apply to—

DAVID SASSOON & Co., LTD.

Hongkong, 8th March, 1910. [95

TO LET.

GODOWN, No. 4, Praya, Kennedy Town.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.

Hongkong, 1st March, 1910. [90

TO LET.

NOS. 52 and 69, CAINE ROAD.

Apply to—

HO U MING,
81, Queen's Road Central.

Hongkong, 8th December, 1909. [96

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., LTD.

Apply—

THE HONGKONG LAND INVESTMENT & AGENY CO., LD.

Hongkong, 1st March, 1910. [89

TO LET.

NO. 4, BARROW TERRACE, Kowloon.

Apply to—

SPANISH DOMINICAN PROCURATION.

Hongkong, 10th March, 1910. [383

TO LET.

NOS. 19, 23 and 25, SHELLEY STREET, new 5-Roomed Houses.

From 1st May, 1910, No. 4, ICE HOUSE STREET, now in occupation of the Nippon Club.

Nos. 5, 19 and 23, BELILIOS TERRACE, newly painted and colourwashed, cheap rental.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, 5 ROOMS.

Furnished for 9 Months from 1st April, 3, Century Crescent, Kennedy Road, 5 ROOMS, well furnished, including Piano.

No. 9, BEACONSFIELD ARCADE (Shop).

BEACONSFIELD ARCADE, 1 Room on 1st Floor, suitable for Office.

PREMISES at SHAMEEN, CANTON, lately in occupation of the Canton Kowloon Railway.

CHELTONDALE (furnished), No. 100, Peak, 1st April to 1st October, 1910.

LADBROKE, No. 9, Conduit Road, from 1st May, 1910.

No. 3A, DUDDELL ST., 1st Floor, lofty Godown, about 58 feet by 36 feet.

FOR SALE.—TOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 17th March, 1910. [91

TO LET

TO LET.

FROM 15TH MAY TILL 1ST OCTOBER, A.C.

STRATHALLAN, 31, ROBINSON ROAD, 6-ROOMED HOUSE; Furnished, Electric Light, Tennis Court.

Apply to—

REUTER, BRÖCKELMANN & Co.

Hongkong, 3rd March, 1910. [356

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. From 1st April next. Furnished or Unfurnished.

Apply to—

ARRATOON V. APCAR & Co.,
14, Des Vœux Road, Central.

Hongkong, 3rd March, 1910. [363

TO LET OR FOR SALE.

DERRINGTON, PEAK ROAD, No. 8.
SHORNCLIFFE, Garden Road, 7.

For Particulars apply to—

C. SCHRÖTER,
King's Buildings, IIIRD.,
Caro of Garrels, Börner & Co.

Hongkong, 1st December, 1909. [86

TO LET.

OFFICES in Des Vœux Road, Central

Apply to—

MESSRS. PERCY SMITH & SETH,
5, Queen's Road.

Hongkong, 22nd March, 1910. [440

TO LET—MODERATE RENTS.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.

Hongkong, 3rd March, 1910. [355

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balance $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [19

NEDERLANDSCH-INDISCHE HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorised Capital	Fl. 15,000,000	(£1,250,000)
Subscribed Capital	Fl. 12,378,100	(£1,031,500)
Reserve Fund	Fl. 2,754,338.09	(£229,523)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS
THE WILLIAMS DEACONS BANK,
SWISS BANKVEREIN.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixe Deposits at the following rates:—

12 months 4% per annum.
6 do. 3½% do.
3 do. 3% do.

C. WOLDRINGH, Manager,
No. 16, Des Vœux Road Central.

Hongkong, 4th August, 1909 [23

THE BANK OF TAIWAN, LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) .....Yen 5,000,000
Reserve Fund .....Yen 1,710,000

HEAD OFFICE: TAIPEH, FORMOSA

BRANCHES AND AGENCIES:

Amoy	Swatow	Tainan
Anping	Kobe	Tamsui
Canton	Nagasaki	Tokyo
Foochow	Osaka	Yokohama
Keelung	Shanghai	

HONGKONG OFFICE:
3, DES VŒUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

D. TOHDOW, Manager.

Hongkong, 9th March, 1910. [1362

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... ... Gold $3,250,000,
= about Mex. $7,222,222
RESERVE FUND ... ... Gold $3,250,000
= about Mex. $7,222,222

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: Threadneedle House, E.C

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL & COUNTIES BANK, LIMITED

BRANCHES and AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money. Current Account at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4½ per cent. per annum.
For 6 " 4 " "
For 3 " 3 " "

No. 9, Queen's Road, Central, Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [204

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853,
HEAD OFFICE—LONDON.

PAID-UP CAPITAL	£1,200,000
RESERVE FUND	£1,575,000
RESERVE LIABILITIES OF PROPRIETORS	£1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent.
for 6 " 3½ "
for 3 " 2½ "

WM. DICKSON,
Manager.

Hongkong, 6th April, 1909. [107

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:
Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—

KOENIGLICHE SEEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.

DIRECTION DER DISCONTO-GESELLSCHAFT
DEUTSCHE BANK
S. BLEICHROEDER
BERLINER HANDELS-GESELLSCHAFT
BANK FUER HANDEL UND INDUSTRIE
} Berlin.

ROBERT WARSCHAUER & Co.
MENDELSSOHN & Co.
M. A. VON ROTHSCHILD & SOEHNE
JACOB S. H. STERN
} Frankfurt a M.

NORDDEUTSCHE BANK IN HAMBURG, Hamburg
SAL. OPPENHEIM, JR., & Co., Koeln.
BAYERISCHE HYPOTHEKEN UND WECHSEL-BANK, MUENCHEN.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SON;
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. 22

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL	£1,500,000
SUBSCRIBED	1,125,000
PAID-UP	562,000
RESERVE FUND	250,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:
For 12 months ... ... 4 per cent.
For 6 " ... ... 3½ per cent.
For 3 " ... ... 2½ per cent.

EVAN ORMISTON,
Manager.

Hongkong, 27th April, 1909. [21

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000
RESERVE FUND ..... " 16,250,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokyo	London	Osaka
Nagasaki	San Francisco	Lyons
New York	Shanghai	Honolulu
Bombay	Tientsin	Hankow
Newchwang	Dalny	Peking
Antung	Liaoyang	Port Arthur
Tieling	Chiang Chun	Mukden
Kobe		

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 4% per annum
" " " 6 " 3½% "
" " " 3 " 2½% "

TAKEO TAKAMICHI,
Manager.

Hongkong, 14th March, 1901. [393

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $15,000,000
RESERVE FUNDS:—
STERLING
£1,500,000 at 2/—$15,000,000
SILVER $15,500,000
$30,500,000
RESERVE LIABILITY OF PROP'TORS $15,000,000

COURT OF DIRECTORS.
H. E. TOMKINS, Esq.—Chairman.
G. BALLOCH, Esq.—Deputy Chairman.

J. W. Bandow, Esq.	G. H. Medhurst, Esq.
Hon. Mr. W. J. Gresson	E. Shellim, Esq.
C. S. Gubbay, Esq.	R. Shewan, Esq.
C. R. Lenzmann, Esq.	H. A. Siebs, Esq.
F. Lieb, Esq.	

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 3rd March, 1910. [18

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COALFIELDS CO., LD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "Labur Labuan."

BRADLEY & Co., Agents.

Hongkong, 12th August, 1909. [283

NOW ON SALE.

MAIL TABLES FOR 1910.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their tdesinations, as well as the dates of return Mails.

Mounted on Card 30 Cents
On Paper 20 "

On Sale at the *Hongkong Daily Press* Office.

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

I.	Authorised Capital ...	£6,000,000	
	Subscribed Capital ...	3,275,000	
	Paid-up Capital	1,212,500	0 0
II.	Fire Funds	3,204,753	7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 15th January, 1909. [908

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', HULL, LONDON AND STRAITS.

THE Steamship

"GLENFARG,"

Captain Hartnell, having arrived from the above Ports, bringing forward Cargo transferred from s.s. "Glenesk," Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

"Glenesk" Bills of Lading must be presented to obtain delivery.

Optional Goods will be carried on unless instructions are given to the contrary before TO-DAY.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on WEDNESDAY, the 23rd inst., at 3 P.M.

No claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 23rd inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Agents.

Hongkong, 15th March, 1910. [420

EAST ASIATIC COMPANY, LTD.

NOTICE TO CONSIGNEES.

THE Steamship

"CATHAY,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 26th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 26th inst., at 9.30 A.M.

All claims must reach us before the 30th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co., Agents.

Hongkong, 19th March, 1910. [6

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"AUSTRIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

The Steamer brings Cargo from

Venice ex s.s. "Tebe," transhipped at Trieste.
Venice ex s.s. "Baron Call," transhipped at Trieste.
Venice ex s.s. "Metcovich," transhipped at Trieste.
Trieste ex s.s. "Africa," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before NOON on the 25th inst., or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, when they will be examined on the 24th inst., at 10 A.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th inst. will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 18th March, 1910. [3

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "AYMERIC."

FROM TACOMA, VANCOUVER, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LTD., Agents.

Hongkong, 19th March, 1910. [8

SHIP'S PAY-DAY.

"Lend us a dollar till pay-day, Chum?"

"All right, Bill, but don't forget the day of the month."

It is the same time-worn appeal of the temporarily hard-up individual for a little pecuniary assistance until he can "connect" with what is coming to him. And the generous response contains the usual cautious reminder in its tail. We may be sure, however, that when pay-day comes along Bill will remember the timely loan, and will meet his obligations "like a gent." Let us watch him on this eagerly expected pay-day. He is serving in one of our first-class cruisers on the China Station. To meet the exigencies of the weather officers and men are clad in white duck clothing, with nothing much more on beside the regulation garments, we may be sure. During the forenoon the fleet paymaster and his staff have been busily getting ready the bags of shining silver dollars that pass as currency throughout the East. These dollars are made up in lots of a thousand, each lot in its coarsely woven straw bag, and are securely stowed below in a massive steel chest. Only the fleet paymaster keeps the keys of this chest, and by the regulations he must wear them on his person night and day. Already the amounts due to each one of the ship's company, from the captain down to the smallest Chinese steward's boy, have been calculated and entered upon the proper lists. Those that have "picked up slops," or in other words, taken up clothing, from the Service stock, have had their amounts reduced by the cost thereof. All half-pay, or money allotted each month to wives and friends at home, has been deducted, and the final amounts due to each man are ready to be marked off as he sweeps his "bit" into his cap when passing round the table

The weather, though warm, is as fine as one could wish for, in the cool of the evening it will be delightful on shore. Leave is to be granted to all who can be spared to-night, so what wonder if an anticipatory thrill stirs the whole ship's company as the forenoon drags out its length of necessary routine work. Presently the pipes of the boatswain's mates twitter out the summons to the mid-day meal, and the upper decks are temporarily deserted. At half-past twelve, one bell in the afternoon watch, another pipe rings out, "Hands fall in for monthly payment." Soon all the ship's company are fallen in on the quarter-deck in their respective divisions. At one end is a small wooden table literally groaning under the weight of rows of silver dollars. Here they are, piled up in lots of twenties and tens, and a half-emptied bag of loose ones is there as well. A Chinese washerman coming on board to collect the soiled linen is struck aback at the sight of so much wealth openly displayed; he has probably never seen so many dollars in all his life before. The fleet paymaster and his assistants are there with books and pencils, and all is ready to proceed. The commander appears, with the ubiquitous telescope under his arm, to witness the payment, the master-at-arms barks out an order, and the men start to file round the table in order.

"John Jones," calls out the paymaster's assistant.

"Number one, sir," answers the first in the line, a burly petty officer, as he steps up to the table, and places his cap crown up on the edge.

"Twenty-seven dollars," again calls the assistant, and the fleet-paymaster transfers one of the piles of twenty and seven loose dollars into the waiting cap. John Jones moves on with a grin of satisfaction, and the process is repeated for the remaining seven hundred odd men that form the personnel of this particular ship. Sometimes it happens that a man has over-run the constable, and consequently has nothing due to him. He might even be, dreadful thought, in debt to the Crown. Perhaps he is unaware of this, or hopes against hope that there will be something, however small, there for him. Whether he has any pay to draw or not, he must fall in with rest, and with them pass round the table. But when his name is called and he places his cap with an expectant grin upon the table he is greeted with the chilling sentence "Not entitled." With a beautiful look of astonishment and injury he passes on amid, perhaps, the silent chuckles of his more fortunate messmates behind.

Having successfully drawn his pay our friend of the borrowed dollar files round with the rest to where the ship's steward and his staff are busily engaged in serving out the soap and tobacco that is to last the men through the following month. During the forenoon that has passed cases of soap have been hoisted up on the deck from the store rooms below and opened here in the battery. The carefully-kept tin-lined cases of leaf tobacco have also been brought here, and the contents weighed out in pound parcels. Then when the men have successfully negotiated the pay table, they file past the heaped up piles of soap and tobacco, and, in turn, take up the amounts they think they will require to last them during the month. With this restriction, however, that each man can only take up two pounds of tobacco; he is not limited as regards soap. On a home station the Customs regulations only permit of one pound of tobacco being served out to each man per month. The same system and routine that characterises the work of the whole service is noticed at this issue. As each man appears he calls out his name and the amounts he wishes to take up. This is entered in a book by the ship's steward's assistant, and at the same time another helper, the ship's butcher, perhaps, presses a parcel of tobacco and a fid of soap into the waiting arms, gives the man a friendly push past the piles of cases, and is ready for the next applicant. Meanwhile our friend takes his newly-acquired possessions down below to where his bag is kept, and proceeds to stow away the soap and bacey therein. His dollars he places in his private "ditty box," all save one, which he keeps until his chum of the hard-up days, who has by now also reached the bag flat on a similar errand appears. The latter will then find that Bill has by no means forgotten the day of the month on which he found the friend in need. This done, all that they wait for now is the pipe "Liberty men to clean," that is, to change into shore-going rig. Then they will soon be spending their well-earned dollars in the town that has lain all day a glittering attraction across the water as they performed their appointed daily tasks. And so another milestone is passed, and the patiently awaited home-coming draws nearer with the passing of another "first of the month."

TROPICAL DISEASES.

PROGRESS OF RESEARCH.

Much interesting information in regard to the progress made in combating malaria and sleeping sickness is contained in the report for 1909 of the Advisory Committee for the Tropical Diseases Research Fund. The revenue of the year amounted to £3,470, made up of contributions of £1,000 from the Imperial Government, £500 from the Government of India, £200 from the Rhodes trustees, and grants from various Colonies and Protectorates aggregating £1,770. Of this total £3,333 was distributed as follows:

London School of Tropical Medicine ...	£1,333
Liverpool School of Tropical Medicine	1,000
University of London	750
University of Cambridge	200

Of the grant to the Liverpool school half was employed for the appointment and salaries of a lecturer in economic entomology and parasitology and of a lecturer in tropical medicine. Both these lecturers are required to devote their spare time to research. The other half of the grant was used in connection with the expenses of the research work on tropical diseases which is being carried on at the Runcorn Laboratory of the school. Of the grant of £1,333 to the London School, £1,000 was devoted to the payment of the salary of a teacher and investigator of protozoology, and of the salary of a teacher and investigator of helminthology, and to the maintenance of the laboratories. The sum of £333 was employed in defraying the expenses in connection with the appointment of an anthropodologist, whose post was established in 1907, and £50 was granted towards defraying the cost of the increased accommodation rendered necessary by the number of students attending the school.

The grant of £175 to London University was expended in paying the salary of the professor of protozoology, established in 1906 by means of a grant from the fund. Cambridge University was granted £100 in respect of the research studentship in medical entomology established in 1907, and £100 in respect of the general expenses of the Quick Laboratory. This grant was made in recognition of the importance of the laboratory to workers from the Colonies, and of the assistance rendered to investigations by Professor Nuttall. As in 1908, no grant was made to the Royal Society, because it was found possible to provide from the funds of the Uganda Protectorate the some required for the continuation of the researches into sleeping sickness which have been carried on under the supervision of the society.

"WORK OF THE HIGHEST VALUE."

As the period for which the grants from the Imperial Government, the Government of India, and the Colonial Governments were to be made was fixed in 1904 at five years, the Earl of Crewe early in the year invited the opinion of the committee as to whether the work done by means of the funds subscribed rendered it desirable that the contributions should be maintained. The committee expressed in the most emphatic manner their opinion that the work which had been and is being done at the expense of the fund is of the highest value, and that it would be a calamity if the teaching and researches were to be restricted by any shortage in the contributions. As a result, the Governments concerned have undertaken to continue their contributions for a further period of five years. There is also a prospect of contributions being received from Colonies which have not hitherto subscribed.

The Australian Institute of Tropical Medicine, towards the establishment of which a grant of £400 was made from the fund in 1908, has now been definitely constituted. Dr. A. Breini, of the Liverpool School of Tropical Medicine, has been appointed director, and in view of his experience and qualifications the committee are confident that the work done by the institute will be of great value. They note also that the establishment of the sleeping sickness bureau has amply fulfilled expectations. The bureau, on the managing board of which the Advisory Committee are represented by Sir West Ridgeway, Sir Patrick Manson, Dr. Rose Bradford, and Mr. Read, issues at short intervals bulletins summarising all the recent scientific work as to the origin and treatment of sleeping sickness, and has published a bibliography on sleeping sickness, giving references to all the work done on the subject since the disease was first noticed.

Among other developments of the year has been the establishment of a small bacteriological laboratory at St. Lucia, and the appointment of a bateriologist to that island. The committee add that they have followed with interest the steps taken to combat malaria in tropical colonies, and express the opium that, considering their limited resources and the difficulties in the way, the local governments have been able to effect a good deal in this direction.

ST. JOHN'S CATHEDRAL, HONGKONG.

HOLY WEEK SERVICES.

March 23rd, Wednesday before Easter. Holy Communion, 8 a.m. Matins, Litany and Reading, 11 a.m. Evensong and Address, 5.30 p.m., followed by Selection from the "Messiah."

March 24th, Thursday before Easter. Holy Communion, 8 a.m. Holy Communion, 11 a.m. Evensong and Reading 4.30 p.m.

March 25th. Good Friday. The Annunciation of the Blessed Virgin Mary. Litany and Anti-Communion 10 a.m. Matins and Sermon, 11 a.m. Special Service with Hymns and Short Addresses on the Seven Last Words, 2 p.m. Evensong and Address, 5.30 p.m. Evensong and Selections from the "Messiah," 9.15 p.m.

A course of addresses on "Some Scenes of Holy Week and their teaching for to-day" will be given at Evensong at 5.30 p.m. during Holy Week, by the Bishop of Victoria, as follows:—

Monday, March 21st, "Jesus at Bethany.—Devotion to Christ."
Tuesday, March 22nd, "Jesus before the fig tree.—Faith in God."
Wednesday, March 23rd, "Jesus sought of the Greeks—Missions to the Heathen."
Good Friday, March 25th, "Jesus praying for Unity.—The Reunion of Christendom."

SHIPPING.

ARRIVALS.

AMIGO, German str., 822, H. Frandson, 22nd March—Haiphong 15th and Hoihow 21st March, General—Jebsen & Co.
BENVENUE, British str., 2,505, Kroble, 22nd March—Singapore 16th March, General—Gibb, Livingstone & Co.
CATHERINE APCAR, British str., 1,730, G. F. Hudson, 22nd March — Singapore, 15th March, General—David Sassoon & Co.
DEN OF OGIL, British str., 2,522, H. C. Hemming, 22nd March—New York 30th December, Case Oil—Standard Oil Co.
GERMANIA, German str., 600, C. Jepsen, 22nd March—South Sea via Sydney 27th Jan., Copra—Siemssen & Co.
HANOI, French str., 630, J. Pannier, 22nd March—Haiphong, Hoihow, Pakhoi and Quang Chow Wan 17th March, General—A. R. Marty.
KANAGAWA MARU, Japanese str., 3,825, C. H. Butler, 22nd March—Shanghai 19th Mar., General—Nippon Yusen Kaisha.
PRINZESS ALICE, German str., 6,721, Paul Grosch, 22nd March—Yokohama 12th March, General—Melchers & Co.
SUNDA, British str., 2,987, R. A. Peters, 22nd March—Shanghai 18th March, General—P. & O. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
22nd March.

Devawongse, German str., for Swatow.
Petchaburi, German str., for Swatow.
Prinzess Alice, German str., for Europe, &c.
Riojun Maru, Japanese str., for Kobe.
Sunda, British str., for Singapore.
Tacoma Maru, Japanese str., for Moji.
Tsinlau, German str., for Swatow.

DEPARTURES.

22nd March.

CHOWTAI, German str., for Bangkok.
COLOMBO MARU, Japanese str., for Singapore.
DEUFAR, Norwegian str., for Swatow.
FRITHJOF, Norwegian str., for Hoihow.
HAIYANG, British str., for Swatow.
HELENE, German str., for Hoihow.
HOLSTEIN, German str., for Tsingtau.
HUICHOW, British str., for Tientsin.
HUNAN, British str., for Canton.
J. DIEDERICHSEN, German str., for Haiphong.
KWEIYANG, British str., for Amoy.
MEEFOO, Chinese str., for Shanghai.
ONSANG, British str., for Kobe.
SPIR, Norwegian str., for Chefoo.
TAMING, British str., for Manila.
THESEUS, British str., for Singapore.

SHIPPING REPORTS.

The British str. *Catherine Apcar* reports: Fine and clear weather from port to port.

VESSELS IN DOCK.

March 22nd.

KOWLOON DOCK.—*Kiangtung, Haitan, M. Jebsen, H.M.S. Moorhen.*

TAIKOO DOCK—*Union Water Boat No. 8 Hangsang, Paoting.*

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR,"

Captain S. H. Belson, will be despatched for the above Ports on FRIDAY, the 25th inst., at NOON.

For Freight or Passage, apply to
DAVID SASSOON & Co., LTD.
Agents.

Hongkong, 22nd March, 1910. [414

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
"SIKH" On 29th March.
FOR NEW YORK AND BOSTON.
"DACHE CASTLE" ... On 12th April.
For Freight and further information, apply to
DODWELL & Co., LTD.,
Agents.

Hongkong, 11th March, 1910. [296-312

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG COLOMBO, ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the BRAZILS to RED SEA, BLACK SEA, VENICE, LEVANT and ADRIATIC PORTS).

THE Company's Steamship

"NIPPON,"

Captain Tarabochia, will be despatched as above on WEDNESDAY, the 30th inst., P.M.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents,
Princes' Buildings.

Hongkong, 23rd March, 1910. [3

"SHIRE" LINE OF STEAMERS, LTD

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE,"

Capt. G. C. Cundy, will be despatched as above on or about the 1st April.

For Freight, or Passage, apply to—
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 3rd March, 1910. [358

JAVA ASIATIC S.S. COMPANY.

FOR SAN FRANCISCO.
(Taking through Cargo to Los Angeles.)

THE Steamship

"STRATHSPEY"

Will be despatched for the above Port on or about the 2nd April.

For Freight and Further Particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 23rd March, 1910. [430

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNDA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	To-day, at 2 P.M.
LONDON, ROTTERDAM & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATHESON & Co., LTD.	About 1st April.
LONDON, &c., VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 2nd April, at Noon.
LONDON, ROTTERDAM & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	H. C. Norris	JARDINE, MATHESON & Co., LTD.	About 31st April.
COPENHAGEN & BALTIC PORTS	YEDDO	Swed. str.	—		MELCHERS & Co.	On 26th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k. w.	Müller	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINIE	To-morrow.
MARSEILLES & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	On 27th inst.
MARSEILLES, &c., VIA PORTS OF CALL	TONKIN	Fren. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 29th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 30th inst., at D'light
MARSEILLES & HAMBURG, VIA STRAITS, &c.	SPEZIA	Ger. str.	k. w.	Fass	HAMBURG-AMERIKA LINIE	On 3rd April.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYAZAKI MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 13th April, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 27th April, at D'light
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZESS ALICE	Ger. str.	—	P. Grosch	MELCHERS & Co.	To-day, at Noon.
TRIESTE, &c., VIA SINGAPORE, &c.	NIPPON	Aus. str.	—	E. Tarabochia	SANDER, WIELER & Co.	On 30th inst., P.M.
NEW YORK	SIKH	Brit. str.	—		DODWELL & Co., LTD.	On 29th inst.
NEW YORK	INVERIC	Am. str.	—		ARNHOLD, KARBERG & Co.	On 26th April.
NEW YORK & BOSTON	DACHE CASTLE	Brit. str.	—		DODWELL & Co., LTD.	On 12th April.
SAN FRANCISCO	STRATHSPEY	Am. str.	—		SHEWAN, TOMES & Co.	About 2nd April.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	AYMERIC	Brit. str.	—	J. Boyd	DODWELL & Co., LTD.	On 7th April.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF JAPAN	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 26th inst., at 7 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	On 24th May, at Noon.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 29th inst., at Noon.
VICTORIA, B.C. & SEATTLE, VIA SHANGHAI, &c.	INABA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 25th April, at Noon.
TACOMA VIA JAPAN	TACOMA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	To-day, at Noon.
CALLAO IQUIQUE, &c., VIA JAPAN PORTS, &c.	BUYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 27th April, at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	On 25th inst., at D'light
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 15th April, at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 21st April, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 13th May, at Noon
YOKOHAMA AND KOBE	COBLENZ	Ger. str.	—	H. Raegener	MELCHERS & Co.	About 2nd April.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 13th April, at Noon.
NAGASAKI, MOJI, KOBE & YOKOHAMA	WAKASA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
JAPAN	TJILATJAP	Dut. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LIJN	Quick despatch.
SHANGHAI NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG	Ger. str.	—	F. v. Binzer	MELCHERS & Co.	About 23rd inst.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	BUJUN MARU	Jap. str.	—	Y. Fusano	OSAKA SHOSEN KAISHA	On 31st inst., at 8 A.M.
SHANGHAI	ANHUI	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 25th inst.
SHANGHAI, KOBE & YOKOHAMA	ALESIA	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	On 25th inst.
SHANGHAI	CHINHUA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 27th inst., at D'light
SHANGHAI KOBE & YOKOHAMA	OCEANIEN	Fren. str.	—	Sellier	MESSAGERIES MARITIMES	On 28th inst., P.M.
SHANGHAI MOJI & KOBE	CEYLON MARU	Jap. str.	—	Fred. Pyne	NIPPON YUSEN KAISHA	On 28th inst.
SHANGHAI	WINGSANG	Brit. str.	—	H. G. Walker	JARDINE, MATHESON & Co., LTD.	On 29th inst., at 4 P.M.
SHANGHAI	CHENAN	Brit. str.	1 m.		BUTTERFIELD AND SWIRE	On 31st inst., at 4 P.M.
SHANGHAI	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	About 31st inst.
SHANGHAI KOBE & MOJI	FOOKSANG	Brit. str.	—		JARDINE, MATHESON & Co., LTD.	On 1st April, at Noon.
SHANGHAI	LINAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 3rd April, at D'light
SHANGHAI, KOBE & YOKOHAMA	ANDALUSIA	Ger. str.	k. w.	Block	HAMBURG-AMERIKA LINIE	On 8th April.
SHANGHAI, YOKOHAMA & KOBE	TRANQUEBAR	Dan. str.	—		MELCHERS & Co.	Middle of April.
SHANGHAI	TJILIWONG	Dut. str.	—	A. Pander	JAVA-CHINA-JAPAN LIJN	Quick despatch.
ANPING VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Sugi	OSAKA SHOSEN KAISHA	On 30th inst., at 10 A.M.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	H. Murayama	OSAKA SHOSEN KAISHA	On 27th inst., at 10 A.M.
SWATOW, AMOY, NINGPO & SHANGHAI	KANSU	Brit. str.	1 m	J. Speed	BUTTERFIELD & SWIRE	To-day, at 5 P.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Reach	DOUGLAS LAPRAIK & Co.	On 25th inst., at 10 A.M.
SWATOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 26th inst., at 3 A.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., LTD.	On 25th inst., at Noon.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & Co	On 26th inst., at Noon.
MANILA	TEAN	Brit. str.	1m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 29th inst., at 3 P.M.
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., LTD.	On 1st April, at 4 P.M.
MANILA	RUBI	Brit. str.	—	A. Fraser	SHEWAN, TOMES & Co	On 2nd April, at Noon.
SANDAKAN	MAUSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & Co., LTD.	On 28th inst., at 4 P.M.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Sembill	MELCHERS & Co.	Middle of April.
BOMBAY VIA SINGAPORE & COLOMBO	TOSA MARU	Jap. str.	—	Y. Normura	NIPPON YUSEN KAISHA	On 5th April.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	—	S. H. Belson	DAVID SASSOON & Co., LTD.	On 25th inst., at Noon.
SINGAPORE VIA AMOY	CHUNSANG	Brit. str.	—	Sawer	JARDINE, MATHESON & Co., LTD.	On 26th inst., at Noon
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LTD.	On 4th April, at Noon
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	W. G. G. Lenak	JARDINE, MATHESON & Co., LTD.	On 8th April, at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIRINI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LIJN	Quick despatch.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., TACOMA & SEATTLE
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
AYMERIC	4,363	J. Boyd	On 7th April.
SUVERIC	6,232	S. Shotton	On 5th May.
OCEANO	4,657	F. W. Davies	On 11th June.
KUMERIC	6,232	J. Mathie	On 5th July.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Hongkong, 18th January, 1910. 8

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZESS ALICE" Capt. P. GROSCH	Wed'day, 23rd Mar., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. VON BINZER	About 23rd March.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Friday, 25th Mar., at D'light
YOKOHAMA & KOBE	"COBLENZ" Capt. H. RAEGENER	About 2nd April.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBILL	Middle of April.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 12th March, 1910. 5

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" SAT., 26th Mar.	"EMPRESS OF IRELAND" FRI., 22nd April
	From Quebec.
"EMPRESS OF CHINA" SAT., 23rd April	"EMPRESS OF IRELAND" FRI., 20th May
"EMPRESS OF INDIA" SAT., 14th May	"ALLAN LINE" FRIDAY, 10th June
"MONTEAGLE" TUESDAY, 24th May	
"EMPRESS OF JAPAN" SAT., 4th June	"EMPRESS OF BRITAIN" FRI., 1st July
"EMPRESS OF CHINA" SAT., 25th June	"ALLEN LINE" FRIDAY, 22nd July

"Empress" Steamships leave HONGKONG at 7 A.M.
"Monteagle" " " at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10
" " Intermediate on Steamers and 1st Class Railway ... " £43 " " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier

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MESSAGERIES MARITIMES
FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"OCEANIEN" Capt. Sellier	On 28th Mar., P.M.
MARSEILLES VIA PORTS	"TONKIN" Capt. Charbonnel	On 29th Mar., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"SALAZIE" Capt. Magnen	On 11th April, P.M.
MARSEILLES, VIA PORTS	"POLYNESIEN" Capt. Broe	On 12th April, 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
P. THOMAS, AGENT,
Queen's Building. 2

Hongkong, 15th March, 1910.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA,"

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Bombay &c., on SATURDAY, the 2nd April, 1910, at NOON, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 9,505 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "MANTUA," due in London on the 13th May, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 21st March, 1910. [1

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE,"

Captain H. C. Norris, will be despatched as above on or about 21st April.

For Freight or Passage, apply to
JARDINE, MATHESON, & Co., LTD.,
Agents.

Hongkong, 3rd March, 1910. [359

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"INVERIC,"

will be despatched for the above Port on TUESDAY, the 26th April, 1910.

For Freight apply to
ARNHOLD, KARBERG & Co.,
General Agents.

Hongkong, 15th March, 1910. [409

MITSU BISHI DOCKYARD AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."
A.1, A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.	
Extreme Length	722 feet.
Length on Blocks	714 "
Width of Entrance on Top	96½ "
Width of Entrance on Bottom	88½ "
Water on Blocks at Spring Tide	34½ "
DOCK No. 1.	
Extreme Length	523 feet.
Length on Blocks	513 "
Width of Entrance on Top	88 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	6½ "
DOCK No. 2.	
Extreme Length	371 feet.
Length on Blocks	350 "
Width of Entrance on Top	65 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	22 "
PATENT SLIP.	

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. [805

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY

SPECIAL BLEND WHISKY.

SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSSEN & CO.,
HONGKONG.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP VIA SINGAPORE, PENANG COLOMBO, PORT SAID and MARSEILLES	SUNDA Capt. R. A. Peters	2 P.M., 23rd March.	Freight and Passage.
SHANGHAI MOJI, KOBE and YOKOHAMA	SARDINIA Capt. C. C. Talbot, R.N.R.	About 25th March	Freight and Passage.
SHANGHAI	ASSAYE Capt. Owen Jones, R.N.R.	About 31st March	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. H. Powell	Noon, 2nd April.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd March, 1910. [1

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL.
SWATOW, AMOY, NINGPO & SHANGHAI	"KANSU"	On 23rd Mar., 5 P.M
SHANGHAI	"ANHUI"	On 24th Mar., 4 P.M.
SHANGHAI	"CHINHUA"	On 27th Mar., D'light
MANILA	"TEAN"	On 29th Mar., 3 P.M.
SHANGHAI	"CHENAN"	On 31st Mar., 4 P.M.
SHANGHAI	"LINAN"	On 3rd April, D'light
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 21st April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

☞ SHANGHAI LINE ☜

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, $45 SINGLE and $80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd March, 1910 10

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL.
* MANILA	"YUENSANG"	Friday, 25th Mar., Noon.
† SINGAPORE VIA AMOY	"CHUNSANG"	Saturday, 26th Mar., Noon.
‡ SANDAKAN	"MAUSANG"	Monday, 28th Mar., 4 P.M.
† SHANGHAI	"WINGSANG"	Tuesday, 29th Mar., 4 P.M.
† SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 1st April, Noon.
* MANILA	"LOONGSANG"	Friday, 1st April, 4 P.M.
* SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Monday, 4th April, Noon.
* SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Friday, 8th April, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 23rd March, 1910. [14

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAITAN," Capt. J. S. Roach	SWATOW, AMOY and FOOCHOW.	FRIDAY, 25th Mar., at 10 A.M.
"HAICHING" Capt. W. C. Passmore	SWATOW	SATURDAY, 26th Mar., at 3 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

* Swatow for Passengers only.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 23rd March, 1910. [9

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC Co., Ld

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN and BALTIC PORTS	"YEDDO"	On 26th March
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	Middle of April.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 18th March, 1910. 6

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. ALESIA ... ... 25th March.	S.S. SAXONIA ... ... 24th March.
S.S. ANDALUSIA... ... 8th April.	FOR ROTTERDAM & HAMBURG:
S.S. SILESIA ... ... 21st April	S.S. SAMBIA ... ... 25th March.
	FOR MARSEILLES & HAMBURG:
	S.S. SLAVONIA ... ... 27th March.
	FOR MARSEILLES & HAMBURG:
	S.S. SPEZIA... ... ... 3rd April.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 17th March, 1910. 11

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

1910,

S.S. BUYO MARU	10,500 tons gross	Sail April 27th, at Noon.
S.S. HONGKONG MARU	11,000 „ „	June 25th, at Noon.
S.S. KIYO MARU	17,200 „ „	Aug. 24th, at Noon.
S.S. BUYO MARU	10,500 „ „	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 „ „	Dec. 21st, at Noon.

For particulars apply to N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910. [403

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HITACHI MARU Capt. N. Mathieson,	7,000	WED'DAY, 30th Mar., at Daylight.
	MIYAZAKI MARU Capt. T. Murai,	9,000	WED'DAY, 13th April, at Daylight
	KITANO MARU Capt. F. E. Cope,	9,000	WED'DAY, 27th April, at Daylight.
VICTORIA B.C. & SEATTLE	§ KAMAKURA MARU Capt. K. Kori,	7,000	SATURDAY, 23rd April, from KOBE.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	§ AWA MARU Capt. S. Ishikawa,	7,000	TUESDAY, 29th Mar., at Noon.
	§ INABA MARU Capt. K. Kawara,	7,000	TUESDAY, 25th April, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine,	5,000	FRIDAY, 15th April, at Noon.
	NIKKO MARU Capt. M. Yagi,	6,000	FRIDAY, 13th May, at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	WAKASA MARU Capt. N. Nielsen,	7,000	FRIDAY, 25th Mar., at NOON.
SHANGHAI, MOJI and KOBE	‡ CEYLON MARU Capt. Fred. Pyne,	6,000	MONDAY, 28th March.
BOMBAY via SINGAPORE and COLOMBO	‡ TOSA MARU Capt. Y. Nomura,	6,000	TUESDAY, 5th April.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi,	6,000	WED'DAY, 13th April, at Noon.

§ Fitted with New System of Wireless Telegraphy. ‡ Cargo only. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 22nd March, 1910. [13

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger ...	Manila	On 26th Mar., Noon.
RUBI	2540	A. Fraser ...	Manila	On 2nd April, Noon

For Freight or Passage apply to
Hongkong, 21st March, 1910.

SHEWAN, TOMES & Co.,
General Managers. [12

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.

Japan Office.
14, WATER STREET,
YOKOHAMA.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAPAN	Second half of Mar.	JAVA	Second half of Mar.
TJILIWONG	JAVA	First half of April	SHANGHAI	First half of April
TJIBODAS...	JAPAN	First half of April	JAVA	First half of April
TJILATJAP..	JAVA	Second half of April	JAPAN	Second half of April
TJIPANAS...	JAPAN	Second half of April	JAVA	Second half of April
TJIMAHI ..	JAVA	Second half of April	JAPAN	Second half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Telephone No. 375.
Hongkong, 21st March, 1910. [16

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA VIA MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto,	6,178	WED'DAY, 23rd March, at Noon.
	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 20th April, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI VIA SWATOW & AMOY	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 27th Mar., at 10 A.M.
ANPING VIA SWATOW & AMOY	"SOSHU MARU" Capt. K. SUGI	WED'DAY, 30th Mar., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 31st Mar. at 8 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER

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SHIPPING IN PORT.

STEAMERS.

ANHUI, British str., 1,325, J. B. Harris, 20th March—Shanghai 17th March, General—Butterfield & Swire.

ANTONG, Norwegian str., 904, Ole O. Danielsen, 7th March—Chinkiang 2nd Mar., Groundnuts—Aagaard, Thoresen & Co.

AWA MARU, Japanese str., 3,912, S. Ishikawa, 20th Mar.—Shanghai 17th March, General—Nippon Yusen Kaisha.

AYMERIC, British str., 2,789, J. Boyd, 18th March—Puget Sound 13th March, General—Dodwell & Co.

CATHAY, Danish str., 2,648, Kruse, 19th March—Singapore 11th March, General—Melchers & Co.

CHIYO MARU, 7,250, Japanese str., William Woodus Greene, 15th March—San Francisco 15th Feb., General—T. K. K.

CHIYUEN, Chinese str., 1,171, C. Stewart, 19th March—Shanghai 15th March, General—C. M. S. N. Co.

CHUNSANG, British str., 1,418, R. Houghton, 16th March—Saigon 11th March, Rice—Jardine, Matheson & Co.

CLARA JEBSEN, German str., 1,103, F. Bendixen, 21st March—Pakhoi 18th and Hoihow 20th March, General—Jebsen & Co.

COMPETITOR, British str., 2,216, W. W. Melham, 18th March—Mauritius 21st Feb., Sugar—Jardine, Matheson & Co.

DAGNY, Norwegian str., 883, Solvesen, 19th March—Kwang Yen 16th March, Cement Stone—Aagaard, Thoresen & Co.

DERWENT, British str., 1,350, Jenkin, 21st Mar.—Saigon 16th March, Rice—Chinese.

DEVAWONGSE, Ger. str., 1,057, Fr. Behwaldt, 20th March—Bangkok 11th March, Rice—Butterfield & Swire.

EMPRESS OF JAPAN, British str., 3,039, W. Davison, R.N.R., 4th March—Vancouver 10th Feb., Mails and General—C. P. R. Co.

GREGORY APCAR, British str., 2,951, S. H. Belson, 15th March—Kobe and Moji 11th March, General—David Sassoon & Co.

HAITAN, British str., 1,183, J. S. Roach, 16th March—Foochow, Amoy and Swatow 15th March, General—Douglas, Lapraik & Co.

HUNAN, British str., 1,143, Wm. Benson, 21st March—Wuhu and Chinkiang 16th Mar., General—Butterfield & Swire.

IYO MARU, Japanese str., 3,918, T. L. Harrison, 14th March—London via Singapore 7th March, General—Nippon Yusen Kaisha.

KANSU, British str., 1,143, D. R. Davies, 14th March—Hongay 9th March, Coal—Butterfield & Swire.

KIANG PING, Chinese str., 1,222, H. Udden, 19th Mar.—Chinkiang 14th Mar., General—Chinese.

KNIVSBERG, German str., 646, H. Wiejahr, 14th March—Haiphong, Pakhoi and Hoihow 9th March, General—Jebsen & Co.

KWANGSE, British str., 1,228, C. P. Cole, 10th March—Wakamatsu 4th March, Coal—Mitsui Bussan Kaisha.

LINGAIEN, British str., 2,347, C. S. Jackson, 19th March—New York via Port Natal 27th Dec., Case Oil—Standard Oil Co.

MATHILDE, German str., 131, G. Palvoen, 18th March—Hoihow 16th March, Coal and Pigs—Jebsen & Co.

MAUSANG, British str., 1,644, G. S. Weigall, 17th March—Sandakan 12th March, Logs and General—Jardine, Matheson & Co.

PAOTING, British str., 1,270, Jones, 10th March—Saigon 4th March, Rice and Paddy—Butterfield & Swire.

PETCHABURI, German str., 1,373, C. Gosewich, 17th March—Bangkok 10th March, Rice and Meal—Butterfield & Swire.

PROTESILAUS, British str., 6,105, D. P. Campbell, 19th March—Liverpool via Ports, 5th Feb., General—Butterfield & Swire.

PRUTH, British str., 2,067, Gase, 3rd March—Saliff 1st February, Salt—Dodwell & Co.

RIOJUN MARU, Japanese str., 2,980, Tsumura, 19th March—Miike, Coal—Mitsui Bussan Kaisha.

SUISANG, British str., 1,778, W. D. Welsh, 20th March—Chingwantao 13th March, Coal—Chinese Engineering & Co.

TACOMA MARU, Japanese str., 6,178, H. Yamamoto, 6th March—Manila 4th March, General—Osaka Shosen Kaisha.

TAISHAN, British str., 1,140, J. F. Laing, 5th March—Hongay 3rd March, Coal and Cement—Bradley & Co.

TELEMACHUS, British str., 1,340, Edwards, 19th March—Saigon 15th March, General—Butterfield & Swire.

TINGSANG, British str., 1,045, R. Y. Anderson, 17th March—Dalny 11th March, Coal—Jardine, Matheson & Co.

TSUBUGISAN MARU, Japanese str., 2,995, U. 20th March—Miike 14th March, Coal.

VORWAERTS, German str., 643, Ch. Uldierup, 14th March—Rangoon 23rd February, Oil—Order.

YERIMO MARU, Japanese str., 2,350, 20th March—Moji 14th March, Coal—Osaka Shosen Kaisha.

YUENSANG, British str., 1,128, P. H. Rolfe, 21st March—Manila 18th March, General—Jardine, Matheson & Co.

ZAFIRO, British str., 1,613, R. Rodger, 21st March—Manila 19th March, Sugar, Hemp and General—Shewan, Tomes & Co.

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE:—MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"
Codes, AI, ABC 5th Ed., Western Union.

AGENCIES:—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GEARING & Co.
MANILA: Messrs. MACONDRAY & Co

For Particulars apply to

H. OISHI,
Manager,
No. 2, Pedder Street, Hongkong.

Hongkong, 9th January, 1909. [666

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

EASTER HOLIDAYS.

Good Friday, the 25th, and Monday, the 28th instant, being Public Holidays, and Saturday, the 26th instant, being a Government Holiday, the Post Office will be open on each day from 8 till 9 a.m., and from 3 till 5 p.m. on Good Friday.

There will be one delivery and a collection of letters each day as on Sundays. The Money Order Office will be entirely closed.

In the event of the arrival of the French Mail from Europe on Monday, the 28th instant, the Post Office will open one hour only for the delivery thereof.

The *Prinz Ludwig*, with the German mail of the 23rd ultimo, left Singapore on Saturday, the 19th inst., at 8 a.m., and may be expected here to-day.

The *Asia*, with the American mail, is due to arrive here to-morrow, at 6 a.m.

The *Oceanien*, with the French mail of the 25th ult., left Singapore on Monday, the 21st inst., at 7 p.m., and may be expected here on or about Monday morning, the 28th inst. This packet brings replies to letters despatched from Hongkong on the 22nd January.

FOR	PER	DATE.
Kobe	*Riojun Maru*	Wednesday, 23rd, 10.00 A.M.
Singapore and Colombo	*Kanagawa Maru* ...	Wednesday, 23rd, 10.00 A.M.
Moji, Kobe, Yokohama and Tacoma ...	*Tacoma Maru* ...	Wednesday, 23rd, 10.00 A.M.
EUROPE, &c., India via Tuticorin ... (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents) ... (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) ...	*Prinzess Alice*	Wednesday, 23rd, Printed Matter and Samples ...10.00 A.M. Registration ...10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O. ...10.00 A.M. No late fee. Letters ...11.00 A.M.
Saigon	*Clara Jebsen*	Wednesday, 23rd, NOON.
Singapore, Penang and Colombo... ...	*Sunda*	Wednesday, 23rd, 1.00 P.M.
Macao	*Sui Tai*	Wednesday, 23rd, 1.15 A.M.
Nagasaki, Kobe and Yokohama ...	*Benvenue*	Wednesday, 23rd, 3.00 P.M.
Swatow, Amoy, Ningpo and Shanghai ...	*Kansu*	Wednesday, 23rd, 4.00 P.M.
Quang Chow Wan, Holhow, Pakhoi and Haiphong	*Hanoi*	Thursday, 24th, 11.00 A.M.
Macao	*Sui Tai*	Thursday, 24th, 1.15 P.M.
Shanghai	*Anhui*	Thursday, 24th, 3.00 P.M.
Shanghai	*Choysang*	Thursday, 24th, 5.00 P.M.
Swatow, Amoy and Foochow	*Haiching*	Friday, 25th, 9.00 A.M.
Singapore, Penang and Calcutta	*G. Apcar*	Friday, 25th, 9.00 A.M.
Macao	*Sui Tai*	Friday, 25th, 9.00 A.M.

TO-DAY.

9 P.M.—New No. 1 Bandmann Opera Co. at Theatre Royal—"A Waltz Dream."

FORTHCOMING EVENTS.

Thursday, 24th Mar.—Thirty-Second Ordinary Annual Meeting of China Sugar Refining Co., Ltd.

Thursday, 24th Mar. Twenty-Eighth Ordinary Annual Meeting of Luzon Sugar Refining Co., Ltd.

Thursday, 24th March—Installation of Wor. Bro. Hough at the Masonic Hall as District Grand Master of Hongkong and South China.

Friday, 25th March—Bank Holiday.

Saturday, 26th March—Ordinary Half-Yearly Meeting of Hongkong Hotel Co., Ltd.

Tuesday, 29th March—Auction of Property at Sales Rooms, by Mr. Geo. P. Lammert.

Saturday, 2nd April—Annual Devonian Dinner of Devonian Society, at Hongkong Hotel.

Friday, 8th April—Auction of Machinery, Light Railway Plant, &c., at their Markham Road Depôt Shanghai, by Noel, Murray & Co., Ltd.

OPIUM.

March 22nd.

Quotations are:—

Malwa New	$2,700/2,750	per picul.
Malwa Old	$2,760/2,770	"
Malwa Older	$2,780/2,800	"
Malwa V. Old	$2,810/2,830	"
Persian fine quality ...	$1,700/1,800	"
Persian extra fine	$2,500/2,600	"
Patna New	$2,700	per chest.
Patna Old	—	"
Benares New	$2,740	"
Benares Old	—	"

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 22nd.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.89	29.84	29.34
Temperature ...	70	73	72
Humidity	91	88	93
Wind Direction	E	E	E
" Force ...	2	1	1
Weather	0	0	od
Rain ...			

Highest open air Temperature on 21st..... 73
Lowest open air Temperature on 21st..... 66

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

March 22nd.

ON LONDON:—	
Telegraphic Transfer	1/9
Bank Bills, on demand	1/9 3/16
Bank Bills, at 30 days' sight	1/9 3/8
Bank Bills, at 4 months' sight ...	1/9 5/16
Credits, at 4 months' sight.....	1/9 1/16
Documentary Bills 4 months' sight	1/9 1/16
ON PARIS:—	
Bank Bills, on demand	221½
Credits, at 4 months' sight.....	225
ON GERMANY:—	
On demand.....	179½
ON NEW YORK:—	
Bank Bills, on demand	42⅞
Credits, at 60 days' sight	43⅛
ON BOMBAY:—	
Telegraphic Transfer	130½
Bank, on demand	130⅜
ON CALCUTTA:—	
Telegraphic Transfer	130½
Bank, on demand	130⅜
ON SHANGHAI:—	
Bank, at sight	74⅝
Private, 30 days' sight	75½
ON YOKOHAMA:—On demand	86
ON MANILA:—On demand—Pesos	86½
ON SINGAPORE:—On demand	74⅝
ON BATAVIA:—On demand	105⅝
ON HAIPHONG:—On demand	8 % pm.
ON SAIGON:—On demand.....	7⅞ % pm.
ON BANGKOK:—On demand.....	88
SOVEREIGNS, Bank's Buying Rate ...	$11.40
GOLD LEAF, 100 fine, per tael	$59.40
BAR SILVER, per oz.	23½

SUBSIDIARY COINS.

		per cent
Chinese .....20 cents pieces.....	$9.05	discount.
Chinese .....10 "	$9.20	"
Hongkong ...20 "	$9.10	"
Hongkong ...10 "	$9.50	"

SHARE LIST.—QUOTATIONS.

HONGKONG, MARCH 18TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	$125	all	$960, sellers £88.10.
National Bank of China, Limited ...	99,925	£7	£6	$73, buyers
Bell's Asbestos Eastern Agency, Limited ...	8,604	12/6	12/6	$10, buyers
China Borneo Company, Limited	60,000	$12	$12	$9½ buyers
China Light and Power Company, Limited.	50,000	$10	$10	$6, sales
	50,000	$1	$1	$8½, sellers
China Provident, Loan & Mortgage Co., Ld...	200,000	$10	$10	$8½, sellers
COTTON MILLS.—				
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	Tls. 50	Tls. 127.
Hongkong Cotton Spinning Co., Ld ...	125,000	$10	$10	$6, sales
International Cotton Manuf'ing Co., Ld.	10,000	Tls. 75	Tls. 75	Tls. 64.
Laou-Kung-Mow C. Spin. & Weav. Co., Ld	8,000	Tls. 100	Tls. 100	Tls. 71.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 370.
Dairy Farm Company, Limited	40,000	$7½	$5	$18, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$60½, Nom.
Hongkong and Whampoa Dock Co., Ld.	50,000	$50	all	$60, buyers
New Amoy Dock Co., Limited ...	10,000	$6⅔	$6⅔	$9, sellers
Shanghai Dock and Engineering Co., Ld	55,700	Tls. 100	Tls. 100	Tls. 82.
Shanghai and Hongkew Wharf Co., Ld..	36,000	Tls. 100	Tls. 100	Tls. 115, x.d.
Henwick & Co., Limited	18,000	$25	$25	$10, sellers
Green Island Cement Co., Limited	400,000	$10	$10	$7½, sellers
Hongkong and China Gas Co., Limited ...	7,000	£10	all	$205.
Hongkong Electric Co., Limited	60,000	$10	$10	$20½, sal. & buy.
Hongkong Hotel Company, Limited...	12,000	$50	$50	$110, sellers
	8,000		$25	$85, sellers
Hongkong Ice Company, Limited	5,000	$25	all	$165, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	$10	all	$21½, sellers
INSURANCES.—				
Canton Insurance Office Co., Limited ...	10,000	$250	$50	$170, sal. & buy.
China Fire Insurance Co., Limited ...	20,000	$100	$20	$109, buyers
China Traders Insurance Co., Limited...	24,000	$83.33	$25	$92, buyers
Hongkong Fire Insurance Co., Limited	8,000	$250	$50	$335.
North-China Insurance Co., Limited ...	10,000	£15	£5	Tls. 115.
Union Insurance Society, Limited ...	12,400	$250	$100	$910, sales
Yangtsze Insurance Association, Limited	12,000	$100	$50	$230.
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ld.	50,000	$100	$100	$102, sellers
Humphreys' Estate and Finance Co., Ld.	150,000	$10	all	$8½, buyers
Kowloon Land and Building Co., Ld. ...	6,000	$50	$30	$28, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 106.
West Point Building Co., Limited ...	12,500	$50	$50	$42½
MINING.—				
Société Française des Charb'ges du Tonkin	16,000	Frs. 250	all	$625, buyers
Raub Australian Gold Mining Co., Ld...	200,000	£1	18/10	£5, buyers
Peak Tramways Co., Limited... ...	25,000	$10	all	$13½, buyers
	50,000	$10	$1	$1.30.
Philippine Co., Limited	75,000	$10	$10	$10, buyers
REFINERIES.—				
China Sugar Refining Co., Limited ...	20,000	$100	all	$172, buyers
Luzon Sugar Refining Co., Limited ...	7,000	$100	all	$51, sal. & buy.
Robinson Piano Co., Limited	4,000	$50	$50	$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ld. ...	30,000	$25	$25	$7½, sellers
Douglas Steamship Co., Limited ...	20,000	$50	all	$52, sellers
Hongkong, Canton & Macao S.B. Co., Ld.	80,000	$15	$15	$50½, sal. & buy
Indo-China Steam Navigation Co., Ld	60,000 pref. 60,000 def.	£5	all	65, sal. L'don £5.10.
Shell Transport & Trading Co., Limited	2,000,000	£1	£1	83/- buyers
Star Ferry Company, Limited ...	10,000	$10	$10	$26, sellers
	10,000	$10	$5	$14½, sellers
South China Morning Post, Limited ...	6,000	$25	$25	$25, buyers
Steam Laundry Company, Limited... ...	20,000	$5	$5	$5, buyers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited ...	1,200	$10	all	$10.
Wm. Powell, Limited	15,000	$7	$7	$3, sellers
Watkins, Limited	10,000	$10	$10	$4½ sellers
A. S. Watson & Co., Limited	90,000	$10	$10	$7, sellers
Weissmann, Limited	3,000	$10	$10	$10, buyers
United Asbestos Oriental Agency, Limited,	9,900 ordy, 100 fders	$10	$4	$12, sellers
		$10	$10	$300.
Union Waterboat Co., Limited	50,000	$10	$10	$10, sellers
RUBBERS.—				
Balgownies	—	—	—	$165 (Sts.)
Pegohs	—	—	—	$46 (Sts.)
Allagars	—	—	—	6/9
Anglo-Malays	—	—	—	34/-
Castlefields, fully paid	—	—	—	110/- buyers
Consolidated Malays	—	—	—	275/-
Damansaras	—	—	—	170/-
Highlands and Lowlands	—	—	—	138/9 buyers
Kamunings...	—	—	—	7/3 prem.
Kuala Lumpur	—	—	—	200/-
Ledbury's	—	—	—	100/- buyers
Linggis	—	—	—	53/12
Sapongs	—	—	—	40/- buyers
Shelfords	—	—	—	91/3
Sungei Kapars	—	—	—	170/-

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share-Brokers*

VESSELS EXPECTED.

THE GERMAN MAIL.

The I.G.M str. *Prinz Ludwig*, carrying the German Mails with dates from Berlin of the 23rd ultimo, left Singapore on the 19th inst., at 8 a.m., and may be expected here to-day at 1 p.m.

THE AMERICAN MAIL.

The P.M. str. *Asia* is due to arrive at this port to-morrow at 6 a.m.

THE FRENCH MAIL.

The M.M. str. *Oceanien*, with French Mail of the 27th ultimo, and mails from London of the 26th ultimo, left Singapore on the 21st instant, at 7 p.m., and is expected to arrive here on Monday morning, the 28th instant, and will probably leave for Shanghai and Japan on the same afternoon.

THE INDIAN MAIL.

The Indo-China str. *Fooksang* from Calcutta and the Straits left Singapore for this port on the 21st inst.

The Indo-China str. *Kumsang* left Calcutta for the Straits and Hongkong on the 16th inst., and is due here on or about the 1st prox.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of China* left Vancouver on Friday, the 11th instant, for Hongkong via usual ports of call.

THE AUSTRALIAN MAIL.

The L.G.M. str *Coblenz* left Sydney on the 12th inst., at 2 p.m., and may be expected here on or about the 8th prox.

MERCHANT STEAMERS.

The P. & O. str. *Sardinia* left Singapore for this port on the 18th instant, at 5.30 p.m., and is due here to-day at about 6 p.m.

The German str. *Borneo* left Sandakan on the 16th instant p.m., and may be expected here to-day.

The H.-A. Linie str. *Alesia* left Singapore on the 18th instant p.m., and may be expected here to-morrow.

The N.Y.K. str. *Wakasa Maru* (European Line) left Singapore on the 18th instant, and is expected here to-morrow.

The str. *Erroll* left United Kingdom on the 5th ult., for Hongkong via Straits.

The Bank Line Ltd's. str. *Suveric* left Vancouver on the 13th instant for Hongkong via Japan ports.

The Mogul Line str. *Atholl* left the United Kingdom on the 12th inst. for Hongkong via Straits.

The N.Y.K. str. *Hitachi Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 19th instant, and is expected here on the 28th inst.

The N.Y.K. str. *Ceylon Maru* (Bombay Line), left Bombay for this port via Singapore on the 11th inst., and is expected here on the 29th inst.

The O.S.K. str. *Seattle Maru* left Tacoma for this port via Japan and Manila on the 4th inst., and is expected to arrive here on or about the 12th prox.

STEAMERS PASSED THE CANAL.

Feb. 19th—*Nippon, Polynesien, Socotra.* 23rd—*Oopack, Teenkai, Alesia.* 25th—*Calchas, Vandalia, Wakasa Maru.* Mar. 1st—*Benalder, Glenroy, Inveresk, Monmouthshire, Myrmidon, Sardinia, John Hardie, Prinz Ludwig.* 4th—*Oceanien, Priam.* 8th *Aragonia, Astyanax, Belgravia, China, Kennebec, Sado Maru, Sumatra, Ping Suey.* 11th—*Andalusia, Ching Wo, Devealion, Nore.* 15th—*Benavon, Brasilia, Goeben, Palawan.* 18th—*Hirano Maru, Mishima Maru, Salazie, Yorck.*

ARRIVALS AT HOME.

March 18th—*Tongane.*

PASSENGERS.

ARRIVED.

Per *Sunda*, from Shanghai, Miss Lowden.

Per *Catherine Apcar*, from Singapore, Mr E. A. Smith.

Per *Hanoi*, from Haiphong, &c., Mr and Mrs Maye, Mr and Mrs Talbot, Mrs Otero, Mrs Boock Lour and Boot.

Per *Prinzess Alice*, for Hongkong, from Kobe, Mrs Robertson and 4 children, Mrs Gill and Mr H. B. Pike; from Shanghai, Miss Montin, His Excellency Graf von Ros, Dr. M. Gelinsky, Dr. R. S. Foy, Messrs M. Nicleriffan, E. W. Adams, Y. Wear, E. J. Mazzuchi, L. A. Kung, A. Weingarten, Yawata, Shebbeth and Kern.

DEPARTED.

Per *Haiyang*, for Swatow, Mrs Bryson, baby and amah, Miss Hance; for Foochow, Mr L. F. Macgregor.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. P. R. Adams
Mrs. Albe
Mrs. T. J. Andrews
Mr. & Mrs. Ames
Mr. F. Au tin
Mr. J. H. Backhouse
Mr. A. Bindley
Mr. C. F. Bird
Mr. F. von Boutenfeld
Mr. G. Bowack
Dr. & Mrs. Boyd
Mr. & Mrs. F. Breaker
Mrs. Broadley
Mr. T. C. Buckland
Mr. G. E. Bumbar
Mr. A. W. Bushell
Mr. C. R. Carleton
Lieut & Mrs. Carter
Mr F. T. Chapple
Mr. M. A. Clark
Mr. M. O. Clark
Mr. H. E. Colvin
Mr. H. L. Condon
Mr. Q. G. Cumstie
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